The New-York Times.

VOL. XIX……..NO. 5881. NEW-YORK, THURSDAY, JULY 28, 1870. PRICE FOUR CENTS.

THE CAMBRIA WINS.

Arrival of the Yacht After a Run of Twenty-three Days and Five Hours.

The Dauntless Only One Hour and Ten Minutes Behind.

The American Yacht Delayed Three Hours and Fifteen Minutes by Accidents.

Two Men Lost Overboard and Drowned.

Details of the Voyage---Logs of the Two Vessels---The Arrival and Reception in the Lower Bay---Honors to the Victors---The Coming Race for the Queen's Cup.

The long agony about the great international ocean yacht-race is now over, and the result, although unhoped for and unlooked for by Americans generally, is one which reflects credit on the sailing powers and management of the *Dauntless*, while adding, at the same time, another to the many triumphs secured by the English yacht *Cambria*. It is likely to be regarded as a very remarkable marine event, not only for the quick passage made over a course of nearly 3,000 miles at an unfavorable season of the year for fast sailing, but because of the close, sharp and able manner in which it was contested on both sides. The *Cambria* was first sighted off Nantucket Light on Monday, when she received a pilot on board. She was subsequently seen off Moriches, on the Long Island shore, where she was lying becalmed yesterday morning. Preparations were made to board her, but before this could be accomplished the wind freshened, and sent her off under full canvass. A sharp lookout was maintained at the telegraph station, near the extreme end of Sandy Hook, during the morning, in anticipation of the arrival of one of the two yachts. An impression prevailed that the watch would be rewarded with success, which was strengthened by the fact that a dispatch intended for the Highlands station had been intercepted, which represented that one of the racing yachts had been seen off Long Island coast. The operator's room at the station was filled with half a dozen active newspaper reporters, who were constantly consulting Mr. JAMES FARRELL, the bronzed and veteran ship-news reporter, who, with telescope in hand, was keeping a vigilant watch seaward. His keen eye swept the water for miles and miles in every direction, but failed to make out anything resembling either of the two anxiously-expected vessels. Precisely at 3:05 P. M., however, he turned from his glass and announced that a schooner-yacht was coming up toward the Hook, but that she was not near enough for her colors to be discernible. A look through the same glass showed to the reporters a faint speck on the ocean, slightly resembling the sails of some vessel. The speck rapidly approached, and assumed plainer proportions, until it was discovered to be the sails and spars of a schooner. Nothing was visible of her hull, which seemed to be a part of the sea on which it floated. Exactly forty-one minutes elapsed, according to Mr. FARRELL's calculations, before she passed the light-ship, seven miles outside of Sandy Hook. Her outlines were then fully and clearly distinguished. The wind was blowing off her port quarter due east, and she scudded along under full sail. The flags which she carried at her fore, maintop and peak were made out to be the American colors and British ensign, together with a private pennon, containing the letter "C" in the center. She was at once pronounced to be the *Cambria*. She was skimming toward the Narrows at a lively rate, carrying a jibsail, squaresail, foresail, foretopsail and main gaff-topsail. As she swept around the starboard side of the light-ship, a flag was hoisted by Capt. COSGROVE, the keeper, to announce her presence. The salute was returned, and the *Cambria* then stood straight for the Narrows, being guided by an old New-York pilot. On her way she encountered several yachts attached to the New-York Yacht Club, joined her, including the *Tidal Wave*, Commodore VOORHIS, which was the first one to sight her. Two guns were fired from Commodore STEBBIN'S yacht, the *Phantom*, as a welcome to the stranger craft. The *Cambria* was then escorted to the rendevous and anchorage of the club off Clifton, Staten Island. The *Cambria* had hardly disappeared through the Narrows when an announcement made by Mr. FARRELL that he thought he saw the *Dauntless*, caused the excitement. This was at 3:50 P. M., and at 5:05 o'clock, a large, black-hulled schooner rounded the light-ship, with all sail spread, and pointed in the course of the *Cambria*. She was going very fast and there was no mistaking her for any vessel except the *Dauntless*, although the fact was discredited for a considerable time by some. It is claimed by the chief navigator of the *Cambria* that she reached the light-ship just one hour and seventeen minutes ahead of her rival. The log of the *Cambria*, containing a daily record of her voyage, shows the greatest run which she made in any one day to be 208 miles. She reached Cape May in eighteen days, passing several icebergs on her way. The log of the *Dauntless* indicates that she met with two serious mishaps during the race, which probably caused her to lose. On the 7th inst., when she was three days out, an accident befell her in the loss of two men overboard, by which she was delayed two hours. On the 10th inst. her jib-boom was broken, occasioning the loss of one hour's time. She sailed twenty-four hours without any jibboom. Her best time in one day was 235 miles. Among old mariners the greatest wonder and surprise is felt over the race, and the time—twenty-three days and five hours—is considered something astonishing.

FIRST SIGHTING OF THE CAMBRIA.

On the steam-boat *Rip Van Winkle*, off the wreck of the *Scotland*, at 3 o'clock P. M., all hands were anxiously looking for the *Dauntless* and *Cambria*, but not expecting the good fortune of seeing them, when an exclamation from Capt. SIMMONS set the passengers in a whirl of excitement. "The *Cambria* as I live!" and the cry is echoed from stem to stern; but the yacht is almost too far off, and the prow of the *Rip Van Winkle* is turned seaward, and in a few minutes the *Cambria*, for it is she, passes majestically astern like a thing of life, with all sails set and within speaking distance—and then goes up such a cheer as would have waked up our glorious old namesake of the steamboat himself, from his sleep in the vale of the Cattskills, and the *Cambria* passes, the upturned ruddy faces of her officers and crew receiving and returning the first hearty salute from the deck of an American steamboat out of the Port of New-York.—"She is going about," cries the Captain, "Stop the steamer." The bells are rung, the *Rip* is stopped, and the *Cambria* passes gradually across her bows. And now comes in sight a grand flotilla from the City, the white-winged messengers of welcome—the *Tidal Wave*, the *Phanse*, the *Widgen*, the little *Red, White and Blue*, with a countless number skipping over the blue harbor of New-York, saluting, as they pass, with firing of cannon, dipping of flags, and then coming about beautifully, following in the wake of the now large flotilla, and so they pass up, with the ringing of bells, the blowing of whistles, the firing of cannon, and the shouts and cheers of strong men, surely the *Cambria* cannot say her reception was not fully as entusiastic as she could have desired, but as steam will tell, and the *Rip* has had enough honor for one day, she gives them a parting cheer and leaves them behind.

Mr. ASHBURY telegraphed to his friends immediately after coming to an anchor off Staten Island, announcing his safe and victorious arrival here, and mentioning the kind reception given to him by New-York yachtmen.

The Yachts at Anchor.

The *Cambria* was first sighted off Sandy Hook by the yacht *Tidal Wave*, which, with the *Phantom*, *Rambler* and *Restless*, after saluting her, accompanied her up the Narrows to the anchorage at Staten Island. The *Cambria* passed up without stopping at Sandy Hook. She dropped her anchor off the Stapleton landing and was immediately surrounded by small boats from the shore. Her sails were hauled down and neatly furled in a very short time, and as soon as this business was over a number of gentlemen from the yachts by which the *Cambria* was soon surrounded, came on board and congratulated Commodore ASHBURY on his triumph. The latter modestly acknowledged his gratification at the result of the race. He expressed a desire to race the principal American yachts, such as the *Dauntless*, the *Sappho*, the *Fleetwing* and the *America*, as he has crossed the ocean for sport, and means to have it. He says he had not a penny at stake in the present race. He expects today to place his yacht in the Navy-yard, for repairs and cleaning-up purposes, and after painting her afresh, or rather washing her, for she needs little else, she will be thrown open to the public for a few days, in order to give those who desire it an opportunity of visiting her. Mr. ASHBURY is accompanied by Messrs. A. B. COOK, DIXON KEMP and G. COLES. Col. WILLIAMSON was to have crossed in the *Cambria* but failed to appear before the day of sailing. Capt. LANNOCK, of Greenock, Scotland, is Navigation and Sailing-Master of the *Cambria*, aided by Assistant Sailing-Masters E. ROBERTS and CLARKE.

THE VOYAGE—INCIDENTS.

The *Cambria* encountered heavy head winds throughout the whole passage, and twice lost her maintop mast. Aside from these mishaps, the trip across was rather undiversified. During the prevalence some of the heavy seas encountered by the yacht, a seaman, who was on the bow-spit, was washed by the yacht's nose diffing under water, but he was caught at once and hauled on board, a good deal scared but unhurt. The buoyancy of the *Cambria* was noted with pleasure, in many instances, and those in their berths were at times unconscious, almost, of being at sea.

ARRIVAL OF THE DAUNTLESS.

About 6 P. M. the yacht *Dauntless* was sighted from the anchorage of the *Cambria*, as she became visible below the Narrows, and a general cry of "Here comes the *Dauntless*," was heard from the decks of the score or more yachts at anchor. The *Dauntless* was accompanied by several of the yacht fleet, which had been lying at Sandy Hook to receive her, and the news yachts. As she swept up to the anchorage, a running fire in salutation was opened by the American yachts, and the yards of the *Cambria* were manned by the sailors in their white duck trowsers, canvas shoes and red caps, or *tuques*. They gave three hearty cheers for the *Dauntless* as she passed between the *Cambria* and the shore, which were responded to with vigor by the crew and company of the *Dauntless*. She passed to the westward and came to anchor half a mile astern of the *Cambria*. She was soon surrounded by yachts and boats, and Commodore BENNET was the centre of a crowd of friends, who congratulated him on the excellent fight he had made for victory and expressed their regrets at his failure.

A VISIT TO THE CAMBRIA.

Soon after the *Dauntless* dropped her anchor several gentlemen from on board of her, among them Mr. LEONARD JEROME, who was a passenger in her on her racing voyage, and a number of members of the New-York Yacht Club, headed by Commodore STEBBINS, paid a visit to the *Cambria*, and were hospitably entertained by Commodore ASHBURY.

Log of the Cambria.

On the morning of the 4th of July, all hands were engaged in preparing the yacht for the race. At 1 P. M. the *Cambria* weighed anchor and was towed, in company with the *Dauntless*, round H. M. ship *Mersey*, as a token of respect. Both yachts were loudly cheered by the thousands of spectators and the crew of the *Mersey*. At 2:20 the signal to start was given off Daunt's Rock, both yachts standing to the southward, the *Cambria* to the windward, with a fresh westerly wind. At 3 P. M. the weather became very thick, with rain. The yachts tacked and stood in for the land, the *Dauntless* weathering the *Cambria* by about a quarter of a mile, at 5 P. M., off the Old Head of Kinsale. The weather remained thick, and the yachts lost sight of each other in a thick fog until 8 o'clock, when the *Cambria* made out the *Dauntless* two miles on her lee bow.

July 5.—At 1½ A. M. tacked ship, laying the course N. W. by N. on the port tack. 2 P. M., sighted the Fastnet Light, distant 14 miles. At 4 A. M., Fastnet Light was abeam, bearing N:E. by E., distant 2 miles. At 8 A. M., Caet Light was abeam, the ship heading N. W. by W., distant 3 to 4 miles. At 9½, Skellick's Light was abeam, bearing N. E. by N., distant 4 miles, strong breeze blowing and squally, ship pitching heavily and shipping great quantities of water, owing to the heavy cross sea. Hauled the main jib-headed topsail down and housed the topmast. At 8 single reefed the mainsail. At 12 M. the distance sailed, by account, was 56 miles N. W. of Cape Clear. The latitude, by observation, was 51° 36'. At 3 P. M. a fresh breeze blew, strong at times, with clear weather and a heavy cross sea, the ship behaving well. At 8 P. M., fresh gale, single reefed the mainsail, a very heavy sea running and the ship behaving nobly.

July 6.—1 A. M., weather moderating, fine breeze and cloudy. 5 A. M. set the maintopsail and shook reefs out of the foresail and mainsail. 8 A. M., hard squall; got topmasts on deck and single-reefed mainsail. At noon weather moderated. Shook a reef out of mainsail, and at 12½ set the fore and maintopsails. Light wind accompanied with small rain. At noon, by observation, the distance run was 179, lat. 53° 50'. 3 P. M., a stiff, steady breeze and smooth water, all sail set. Raining continually. 6 P. M., wind falling light, lots of rain. 9 P. M., heavy rain and a squall blowing. Single reefed mainsail; rain. 11 P. M., raining heavily.

July 7.—At 3 A. M. shook a reef out of the mainsail. Weather gloomy. At 8 A. M. sent the maintopmast up and set the gafftop-sail. Weather fine. 9 A. M. sent the foretopmast up and set the topsail. At noon, the distance sailed in twenty-four hours was 142 miles, by observation. Lat. 54° 59'; lon. 17° 56'. At 1 P. M. moderate breeze and fine weather. 2 P. M., set the jib-topsail. At 6 P. M. set the square-headed topsails. At 8 set the jib-topsail. At 9:30 took in jib-topsail. Light winds, and variable. 11 P. M., set second jib; weather overcast.

July 8.—Becalmed. At 6 A. M. was visited by four bottle-nosed whales, and parted company on good terms. At 8 A. M. set the jib-topsail. At noon, the distance sailed by observation, 77; lat., by account, 54° 45'; lon., by observation, 21° 20'. At 1 P. M. a fresh breeze blowing and clear; all sail set. At 3:30 P. M. the fore-topsail back-stays gave way, causing the fore-topmast to go over the side, carrying away the fore-topsail and jib-topsail. All hands employed in clearing the wreck and getting another topmast on end, and getting the sails aboard. 9 P. M. reefed the mainsail; a fresh breeze blowing and cloudy.

July 9.—At 1 A. M. reefed the bowsprit and set second jib; 4 A. M., strong breeze and rain; 6 A. M., sent the foretopmast up; 7 A. M., moderate weather and rain—set the jib-topsail and fore and main topsail; 8 A. M., light wind and rain; 10:30 A. M., set the squaresail. At noon made out a steamer, which proved to be one of the Anchor line; signaled, but no communication passed. At noon the distance sailed by observation was 220 miles; lat. 54° 30', lon. 27° 18'. At 2 P. M. a variable light breeze, with a drizzling rain and a heavy swell from all quarters. At 7 P. M. set the square-topsail and big working jib. Light and variable air. At 9 P. M. light air from the S. E., and the ship making good progress.

July 10.—At 1 A. M., light air and cloudy, with a swell from the N. W. All sail set, 4 A. M., light air and drizzling rain. Light and variable winds, with a heavy swell. All sail set. At noon the distance sailed by observation was 97 miles; lat. 54° 25', lon. 29° 30'. At 1 P. M., calm. At 2 P. M., a light breeze sprung up. At 7.30 P. M., a strong breeze blew and weather squally. At 9 P. M., double-reefed the mainsail and foresail, set the third jib and reefed the boom; the barometer falling, and every appearance of a strong winds. Housed the foretop-mast. At midnight, a strong breeze and cloudy.

July 11.—At 1 A. M., commencing with strong winds and heavy head sea, shipping great quantities of water; at times mainsail and foresail double-reefed, also single reef in the forestay-sail and the third jib set; boom reefed in-board. 8 A. M., tacked ship; moderate gales and heavy sea. 9:30, housed the maintopmast; hands employed in making everything snug; noon, still continuing to blow and rain; ship behaving nobly and making very good weather of it. The distance sailed in the last twenty-four hours was 133 miles by account; lat. by account 53° 35', lon. 32° 30'. At 1 P. M., the weather still the same, the wind blowing strong and a very heavy sea on; the yacht behaved nobly, pleasing everybody on board by her buoyancy and good sea qualities. The passengers all were below, quite snug in their berths, scarcely knowing that they were at sea. 12 P. M., weather unchanged; the wind blowing hard and a heavy sea on.

July 12.—1 A. M., the weather unchanged; squally, with rain and heavy sea running; ship doing well. At 9 A. M. tacked ship; a change of wind and weather; sent the maintopmast up and shook one reef out of the mainsail, two out of the foresail and one out of the forestaysail; weather moderating and the sea going down. At noon the distance sailed was 104 miles; lat., by account, 52° 35', lon. 34° 33'. 1 P. M., moderate breeze and cloudy. 5 P. M., light and variable winds.

July 13.—At 12:30 A. M., a slight breeze and drizzling rain. 2:30 A. M., tacked ship; a sudden change from west to north, accompanied with a strong breeze and rain. At 8:30 set the second jib, hauled the main jib-topsail down and set the square topsail; weather moderating. At noon the distance sailed was 141 miles. Lat., by account, 52° 05'; lon., 38° 15'. At 1 P. M. the breeze increased with the swell going down. At 3, hauled fore and main topsail down. At 5:30 housed the fore and main topmasts. A heavy head and beam sea rising. Heavy squalls. accompanied at times by passing showers, and shipping great quantities of water. Single-reefed the mainsail. At 7 P. M. double-reefed the foresail, reefed the bowsprit, and set the third jib. At 9 the wind increased. At midnight the weather moderated, the sea going down.

July 14.—At 1 A. M. the weather moderated, with passing showers. Turned the reefs out of the foresail. At 6 A. M. sent the maintopmast aloft; turned a reef out of the mainsail, and set the gafftopsail. At 9 A. M. sent the foretopmast aloft, and set the foretopsail. At noon tacked ship, with a fine breeze and smooth water. The distance sailed by observation was 174 miles. Lat. by account 50° 52', lon. 42° 26'. At 4 P. M. hauled the fore and main topsails down; wind increasing; single reefed the mainsail. At 5 P. M. double reefed the mainsail foresail and staysail; wind and sea increasing. At 8 a moderate gale blew, with heavy head sea. At 9:30 sea went down, the wind still blowing, accompanied with rain. At 12 the weather moderated, with the sea smooth.

July 15.—At 1 a fresh breeze sprung up, and a heavy swell and rain, shipping great quantities of water. At 3 A. M. shook one reef out of mainsail, two out of foresail and two out of the staysail. Sent the maintopmast aloft and set the mainsail; the weather moderating. At 5 P. M. sent the foretopmast aloft and set the foretopsail. At 9:30 A. M. noticed one of the headboards passing astern. Weather very thick and small rain. At noon the weather continued thick, with drizzling. and sun obscured. The distance sailed by observation was 214 miles. Lat. 50 51, by account, lon. 48° 06'. At 1 A. M, fresh breeze, cloudy and rainy. At 2 A. M. the wind was light and variable, shifting to various quarters, and raining continually. At 10 P. M. a light breeze sprung up in smooth water, with lightning from various points. Every appearance of a sudden change. At 10:30 hauled the fore and main topsails down. 12, weather looking very threatening, wind at various points.

July 16.—The morning opened with light air. At 1:30 the breeze increasing, heavy squalls and rain. 5 A. M. hauled fore and main topsails down, blowing a fresh gale from the S. W., the ship behaving well. 10:30 the wind moderated; set the fore and main topsails. Distance sailed at noon 92 miles. Lat., by account 49° 30', lon., by account, 49° 38'. At 1 P. M. light and variable winds; all sail out. 9 P. M. wind light, nearly a calm up to midnight.

July 17.—1 A. M., weather extremely cold, and wind very light; 2 A. M., sighted several icebergs to the northward, set the balloon-jib and jib-topsail; at 4 A. M., saw a large iceberg abeam, distant about four miles; at 9, found a current setting to the southward at the rate of eighteen miles in twenty-four hours; 11 A. M., sounded in 118 fathoms, dark gravel; the distance sailed at noon, sixty-one miles, lat., by account, 48° 40', lon., by account, 50° 29'; 1 P. M., light air and a heavy swell from the northward; 4 P. M., took in balloon-jib and set second jib, wind increasing, weather fine, but very cold; 9 P. M., sighted an iceberg about two miles on the weather quarter.

July 18.—At 1 A. M. a fine breeze blew with thick fog. At 2 A. M. sighted St. John's lights. At 4 A. M. tacked ship; wind falling; light. At 5 sighted two large icebergs close in shore. At 7:15 tacked ship, the fog continuing; set the jib-topsail and maintopmast staysail. At noon set the balloon-jib and balloon staysail; the weather a little hazy. The distance sailed, 180 miles. Lat. by account, 46° 45'. lon. by account, 52° 45'. 1 P. M., light and variable winds, with thick fog at times. At 2 P. M. set the balloon maintopsail, sent the squaresail-yard aloft, and set the squaresail and square foretopsail. 5 P. M., a thick fog prevailed. At 6 sighted Cape Race, distance three miles west; hoisted our signal and were answered by the English ensign being hoisted on shore. 8 P. M., Cape Race N. by E., distant three miles.

July 19.—1 A. M., a fresh breeze blowing and a clear sky; sent balloon maintopsail and maintopmast staysail down and set square topsail; stiff breeze and thick fog; distance sailed, 104 miles; lat., by account, 45° 31'; lon. 54° 22'. At 1 P. M. a fresh breeze and clear; set jibtopsail and mainstaysail. At 3 P. M. signaled a Norwegian bark bound east. At 5 P. M. the foretopmast went over the side, carrying away the foretopsail and jib-topsail; all hands employed in clearing the wreck and preparing another topmast to be sent up. At 9:30 P. M. sent foretopmast aloft and set foretopsail. At midnight hauled the square maintopsail down and set the balloon topsail.

July 20.—The morning opened clear with a fine breeze. At 1 set the balloon jib and forestay-sail. At 4 A. M., calm. At 5, light air and clear. At 6 A. M. the carpenter was employed in scarfing the remains of two topmasts, ready to be prepared for another break. The distance sailed was 144 miles. Lat., by account, 44° 04'; lon., by account, 57° 02'. At 1 P. M., light and variable air with a clear sky. At 6 P. M. nearly calm. At 9 P. M. a breeze rising, and at 12 a fresh breeze blew.

July 21.—At 3:30 A. M., set the jib-topsail and balloon foretopsail. At 4 A. M., set balloon maintopsail and staysail. At 6, sent the squaresail-yard up and set the squaresail and square-topsail; set water sails fore and aft. At 10 the weather looked very squally and thick; rain. At 11:30, hauled squaresail, square topsail and jib-topsail, balloon topmast staysail, balloon main-topsail and water sails down, and sent the second maintopsail aloft. The distance sailed was 169 miles. Lat. by account, 42° 37'; lon. by account, 60° 20'. At 1 P. M. a fine breeze blew over a smooth sea; took squaresail-yard down. At 10 P. M. the breeze increased, accompanied with lightning; hauled the jib-topsail down. At midnight a fresh breeze blew, with clouded sky and a smooth sea.

July 22.—At 1 A. M. a fresh breeze blew and the sky was clouded. About 3 the breeze began to fall light, with thick fog and rain. Made several tacks between 4 and 7 A. M. At 6:30 A. M. there was a sudden change of wind to the N. N. W., with thick fog and rain continuing; set jib-topsail. At 7 o'clock the weather cleared; the sea was very smooth. At 8 A. M. hauled the working maintopsail down; set the balloon topsail. At 9 set the baloon main-top-staysail. At 11 sent the squaresail-yard up and set the water sails. The distance sailed, 158 miles in the last 24 hours. Lat., by account, 42° 20'; lon., by account, 63° 51'. The afternoon was marked by light air. 9 P. M., light air, sky overcast, smooth sea and all sail set. Midnight, light and variable winds.

July 23.—Morning opened with light winds, the sky overcast, accompanied by calms. At 3 A. M. took in the squaresail and square topsail. At 4 A. M., a thick fog with drizzling rain. At 7 A. M. set the jib-topsail. At noon there was no horizon. Distance sailed, 75 miles. At 1 P. M. there was a slight breeze, all plain sail set. At 3 P. M. a thick fog with a freshening breeze; 5 P. M., fine clear sky; 10 P. M., sea increasing.

July 24.—8 A. M. tacked ship with a light breeze and clear sky. Distance sailed by noon, 158 miles. Lat. by account, 41° 35'; lon., 67° 58'. At 1 P. M. a strong wind rose and a heavy head sea, attended with fog. Hauled fore maintopsails down; single reefed the mainsail and housed the foretopmast. At 6 set the second jib and reefed the bowsprit. At 7 P. M. wind increasing with a heavy head sea. Double-reefed the foresail. 10 P. M. a strong westerly gale blowing.

July 25.—The morning opened with moderating weather and a very heavy head sea, a thick fog and rain. 5 A. M., shook two reefs out of the foresail. 10 A. M., set the jib-headed main-topsail, sent the foretopmast aloft and set the foretopsail. Distance sailed at noon, 85 miles. Lat., by account, 40° 31', lon. 69° 15'. Afternoon, light winds attended with thick fog and high head sea. At 7 P. M. the breeze increased, the fog clearing. Sighted several fishing-boats; also, New-York pilot-boat *No.* 4. At 7½ Mr. CUMMISKY, the pilot, came on board and took charge. At 8 P. M., tacked ship and hauled fore and main topsails down; set the working and main topsails. Sighted Nantucket Light, the ship being 25 miles N. W. by N. from the Light. 10:30, a steady breeze and hazy.

July 26.—In the morning there was light air and hazy, with a swell from the S. E. At 5 A. M. tacked ship. Thick fog at times and variable winds. Set the jib-topsails, hauled the working and maintop sails down, and set balloon and main topsails. At 8:30 set the large working jib. Distance sailed by account, 82 miles. Lat. by account, 39° 54°; lon. by account, 70° 50'. Afternoon, the breeze fell to light, with a swell from the S. W. At 5 P. M. tacked ship, swell going down. At 7 P. M., a fresh breeze from W. S. W. 9 P. M., fine breeze and clear; the weather turning threatening, hauled fore and main topsails down. Midnight, the weather cleared up and moderated.

July 27.—Light air and clear sky in the morning. The jib-topsail would not stand, and hauled it down. At 4 A. M. hauled working jib-topsails down. Set balloon maintopsail and working foresails. At 11 A. M. had a stiff north breeze, which brought us to Sandy Hook at 3:30 P. M.

Log of the Dauntless.

The following is an abstract from the log of the *Dauntless*, from Queenstown to Sandy Hook:

July 5.—Course S. W. ½W. (compass bearings magnetic.) Distance run 103 miles. Lat. 50° 22', lon. 9° 45' W. At 12:30 P. M., the *Dauntless* got under way and was towed out to Daunt's Rock, a distance of about 8 miles, by the tug-boat *United States*. A second tug-boat, with the yacht *Cambria*, and a number of steamers and small craft accompanied her. Passed Daunt's Rock at 2:30 and took position about two cables' length to leeward of the *Cambria*. At 2:33, H. M. S. S. *Mayflower* hoisted the blue peter as the first signal; five minutes afterwards the first gun was fired, and again, two minutes later, in obedience to the second and final gun, the *Dauntless* cast off the tug and stood away on the starboard tack. At 3 P. M. found ourselves drawing ahead and weathering on the *Cambria*. The *Cambria* tacked in shore to avoid us. We immediately tacked also, and stood in, closing with the land. At 3½ the *Cambria* tacked to the southward, passing under our lee, we weathoring her finely. At 5:35 saw the *Cambria* standing in, as we tacked off, the Old Head of Kinsale bearing E. S. E.; weathered the *Cambria* about three miles. Fresh, steady, westerly wind and hazy.

July 6.—Course S. W. by W. ½ W.; distance 90 miles; lat. 49° 23', lon. 10° 56' W.; this day begins calm, with thick, rainy weather. At 2 P. M. a strong breeze sprung up from the N.; took in gafftopsails. At 3, the wind gradually dying out, set them again. At 5 set maintopmast stay-sail. Middle of the day, light, variable winds and heavy head-swells; weather cloudy; ends in a dead calm; found current setting to the S. at the rate of 1 knot an hour.

July 7.—Course W. N. W. Distance 140 miles. Lat. 49 23, lon. 14 23. This day begins calm, with a heavy bank of clouds to the southward. Middle part, fresh breezes from S. S. W., with fine rain. At 3 A. M. took in gaff-topsails. At 6½ housed topmast. At 7½, wind and sea increasing, took in flying-jib. In furling it two men—CHARLES SCOTT and ALBERT DEMAR—were washed off the boom. Hove to the yacht for two hours, lowered foresail and got out boat, but failed to see anything of the missing men. At 9½, the wind having increased to a gale, we reluctantly gave them up, took the boat on board and kept on our course. Double-reefed mainsail and took bonnet out of foresail. Ends in a fresh gale, thick, rainy weather, and short, high sea.

July 8.—Course W. ¾ N.; distance 210 miles; lat. 48° 30', lon. 19° 29'; this day begins with light gales and high, rough sea. Weather dark and gloomy, with fine rain. At 3 P. M., the wind and sea having moderated, turned out one reef of the mainsail and flying jib, and put bonnet in foresail. At 4½ tacked ship and set whole mainsail. At 9 P. M. passed a brig steering to the eastward; sent up three rockets and burned two blue lights. At 10 sent up maintopmast and set gafftopsail. Middle of the day, fresh breezes and cloudy. Latter part, moderate breezes from N. to N.N.W.; seas smoothe. At 7 A. M. sent up foretopmast, exchanged colors with a North German bark. At 9 A. M. set foregafftopsail and maintopmast staysail.

July 9. Course W. by N. ½ N.; distance 120 miles; lat. 48° 12', lon. 22° 29'. This day begins with light breezes; clear and pleasant weather. Exchanged signals with the North German ship *Palmerston*. Middle part fresh breezes and squally. At 11:30 P. M. took in flying jib and gaff topsails. At 3 A. M. set them again. At 4 took them in. At 9 housed fore topmast and put a single reef in the mainsail. Latter part of the day more modnrate; turned reef out of the mainsail and set flying jib.

July 10.—Course W. by N.; distance 122; lat. 47° 34'; long. 25° 20'. These twenty-four hours begin with light, variable airs, the weather clear and pleasant. At 1 P. M. exchanged colors with an American ship steering to the eastward. At 6:30 exchange colors with an American whaler. Night squally; strong breeze from the northward, with heavy head sea. At 12 (midnight) took in gaff topsails and flying jib. At 3 P. M. double reefed mainsail and took bonnet out of foresail. At 6:30 close reefed foresail and took in forestaysail, it having been split by a heavy sea. At 7 took in mainsail; while lowering it the jibboom broke short off in the sheave hole; took in the jib and hove to in order to clear away the wreck. At 8:15 kept away again upon our course. Ends strong breezes from N.; very heavy sea.

JULY 11. Course W. ¼ S. Distance 155 miles. Lat. 40° 24', lon. 28° 38'. This day begins with fresh breezes and heavy head sea. At 1 P. M. set main topsail. At 6 took in trysail and set double-reefed mainsail. Got jib-boom ready for going out, and bent the old jib for a fore staysail, and set whole mainsail. Middle part moderate; set main gaff topsail. Ends moderate breezes; cloudy weather. Got out jib-boom, bent and set flying jib.

July 12.—Course N. W., by W., ¼ W. Distance 81 miles. Lat. 46° 23', lon. 30° 11'. This day begins with fresh breezes and heavy head sea. At 5:50 spoke North German brig *Blumenthal*. Single reefed the mainsail. At 7 tacked to the westward. Middle and latter part, moderate wind and sea, but thick and foggy. All sails set. At 7 A. M. tacked to the northward. At 10 tacked to the westward.

July 13.—Course N. W. ½ W. Distance 130 miles. Lat. 46° 36', lon. 33° 50'. This day begins with moderate breezes and thick, foggy weather. At 1:30 P. M. tacked to the northward. At 7:30, the wind freshening, took in gaff topsails and housed foretopmast. Middle part freesh breezes, with thick fog and rain. At 12 (midnight) took in the flying jib and single reefed the mainsail. Ends moderate breezes; cloudy weather; all sails set. At 9:30 A. M. tacked to the westward.

July 14. Course W. ¼ S. Distance 155 miles. Lat. 44° 55' lon. 36° 32.' This day begins with fresh breezes and dark, gloomy weather. At 4 P. M. single reefed the mainsail, took bonnet out of foresail and housed the maintopmast. At 8 double reefed the mainsail and took in the foretopsail. Middle part, strong breezes, with heavy squalls and high rough sea. Ends with light breezes and clear, pleasant weather; all sails set.

July 15.—Course, N. W. ½ W. Distance, 148 miles. Lat. 44° 58', lon. 40° 01'. This day begins with light, variable airs, and clear, pleasant, but cool weather. At 3 tacked to the northward. Middle part, fresh breezes, with heavy rain. Ends with moderate breezes, and thick, foggy weather. All sails set.

July 16.—Course N. W. Distance 150 miles. Lat. 45° 25', lon. 43° 27'. All these twenty-four hours fresh breezes. The weather dark and gloomy, accompanied with fog and thin rain. At 3:30 P. M. took in gaff-topsails. At 10 took in flying-jib. At 2 A. M. single-reefed the mainsail. At 5 took bonnet out of foresail. At 8, the wind having moderated, put the bonnet in the foresail and turned the reef out of the mainsail. At 11, single-reefed the mainsail again. Saw two ships standing to the eastward.

July 17.—Course W. N. W. ¾ W. Distance seventy miles. Lat. 45°, lon. 45°. This day begins with fresh breezes, dark cloudy weather and heavy head sea. At 1 P. M. took bonnet out of foresail and housed foretopmast. At 3 tacked to the northward. At 7 P. M. put bonnet in foresail, turned reef out of mainsail and set flying jib. Middle part, calm, with heavy rain. At 8½ A. M. spoke ship *Glendower*, from Quebec, for Liverpool. Ends with moderate breezes, cloudy and overcast. Heavy swell from the westward.

July 18.—Course, W. N. W. Distance, 68 miles. Lat. 44° 08', lon. 42° 7'. This day begins with light airs from the S. W. Weather cloudy and overcast. Middle part a dead calm. At 8 A. M. a fresh breeze sprung up from the southward, which gradually increased to a moderate gale. At 12 meridian took in both gaff topsails and maintopmast staysail. Heavy rain and high, rough sea.

July 19. Course, W. N. W. Distance, 145 miles. Lat. 48° 08', lon. 50° 13'. This day begins with moderate gales from the southward, heavy rain squalls and high following sea. At 2:30 P. M. doubled reefed the mainsail, took bonnet out of foresail and housed both topmasts. At 2:30 took in flying jib. At 3:30 the wind shifted to S. W. and commenced to moderate. Turned out one reef out of the mainsail and set flying jib. At 10 tacked to the westward, put bonnet in the foresail. At 5 A. M. turned reef out of mainsail, sent up both topmasts and set gaff topsails. At 8 A. M. boarded fishing schooner *Lizzie R. Knight*, off Marblehead. Ends with light breezes from S. W. Weather thick and foggy.

July 20.—Course W. by N. Distance 225. Lat. 42° 58'; lon. 54° 28'. These 24 hours begin with light, variable breezes and thick, foggy weather. Saw several fishing vessels. Middle part, fresh breezes from N. to N. E. Clear, pleasant weather. Ends, moderate, smooth sea. Set squaresail, square topsail, square foretopsail, studding-sails, &c. Current S. S. W., 40 m.

July 21.—Course N. N. W., ¾ W. Distance 110. Lat. 42° 25'; lon. 57° 25'. First and middle part these 24 hours light airs from N. to N. E., with clear, pleasant weather and smooth sea. All sails set. Latter part, fresh breezes from S. E. At 11 A. M. took in squaresail.

July 22.—Course W. ¼ S. Distance 191 miles. Lat. 42° 12', lon. 61° 49'. This day begins with fresh breezes from the southward and squally weather. At 3 A. M. took in both gaff topsails and flying jib and took one reef in the mainsail. At 3:30 turned reef out of the mainsail and set flying jib. At 5 set gaff topsails. Passed an English brig steering to the eastward. Middle part fine steady breeze and smooth sea. All sail out. At 8 A. M. tacked to the westward. Ends calm, thick and foggy.

July 23.—Course W. by S. Distance 52 miles. Lat. 41° 41', lon. 63° 25'. This day begins with a moderate breeze from the N. E. Middle and latter part calm. Weather thick and foggy. All sail set. At 11:45 A. M. spoke ship *Plymouth Rock*, from London for New-York.

July 24.—Course W. N. W. ¾ W. Distance 120 miles. Lat. 41° 24', lon. 66° 08'. This day begins with moderate breezes from the southward. Thick foggy weather. At 3 P. M. tacked to the northward. At 7 P. M. spoke an English bark from St. John's, for Liverpool. Middle part clear and pleasant, latter part fresh breezes, with heavy head sea and thick foggy weather. At 7 A. M. took in flying-jib and housed foretopmast. At 8 A. M. single reefed the mainsail. At 11 A. M, tacked to the northward.

July 25.—Course W. ½ S. Distance 93 miles. Lat 40° 45', lon. 67° 49'. This day begins with fresh breezes from the westward. Thick, foggy weather. Heavy head sea. At 2 P. M. turned reef out of the mainsail. At 3 P. M. sounded in 40 fathoms. At 4 P. M. tacked to the southward, and sounded in 43 fathoms. At 5 P. M. sounded in 50 fathoms. At 8 P. M. sounded in 45 fathoms. At 10 P. M. sounded in 40 fathoms. Middle and latter part clear and pleasant. At 3 A.M. tacked to the northward. Set main gafftopsail and flying jib.

July 26.—Course W. N. W., distance 95 miles, lat. 40° 35', lon. 69° 55' First and middle part 24 hours moderate breezes, clear, pleasant weather, heavy head sea. At 12 midnight tacked to the northward. At 5 A. M. got soundings on Asia Rip in ten fathoms water; tacked to the southward. At 10 A. M. was boarded by a boat from pilot boat *Isaac Webb*, No. 8. Ends in light airs from S. W.; clear, pleasant weather.

July 27.—Course W., distance 180 miles. First and middle part of these 24 hours light baffling winds and calms. At 2 P. M. exchanged signals with ship *American Congress*. At 3:40 P. M. made Montauk, light bearing N. N. W. At 4 tacked to the southward. At 9 set square sail and square topsail. Passed Sandy Hook lightship at 4:47 P. M.

As will be seen by the foregoing log, the *Dauntless*, in addition to unfavorable winds, met with bad luck during the passage, from which her rival was fortunately exempt. When the *Dauntless* spoke the pilot-boat two days ago she was twelve and one-half hours, good sailing, behind the *Cambria*. She tacked to the southward, hoping to take advantage of the south-easterly winds which almost always prevail at this season of the year, while the *Cambria* crept along the Long Island shore which, as good luck would have it, turned out to be the better course, although the choice exhibited less skill in seamanship, and nine times out of ten would have resulted in her defeat. But by an extraordinary turn of luck, the wind changed just in the nick of time; a brisk breeze sprung up from the north-east and wafted the English yacht down to the light-ship in gallant style just ahead of her rival. The *Dauntless* had already gained on her competitor eleven hours in two days, and had it not been for this sudden gust of wind from the north-east, which died away almost as soon as the race was ended, she would have beaten the *Cambria* by several hours. As it was, the *Dauntless* reached the goal only one hour and nineteen minutes behind her rival, and, just as the *Cambria* dropped anchor off the Club-house at Staten Island, the *Dauntless* was sighted from the light-ship off Sandy Hook. No one on board either yacht had caught sight of the rival craft from the time they parted company at the beginning of the race until they reached the anchorage ground off Staten Island, and when the *Dauntless* reached the light-ship she was ignorant of the fact that the *Cambria* had passed it before her.

The saddest feature of the race was the loss of two of the crew of the *Dauntless*. One of them, ALBERT DEMAR, was a German Count, whose character and history, (highly tinged with romance,) was unknown to any on board at the time of his enlistment.

The passengers on board the *Dauntless*, in addition to the owner, Vice Commodore BENNETT, were LEONARD R. JEROME, and LAWRENCE W. JEROME, of this City; CHAS. LONGFELLOW, son of the poet LONGFELLOW, of Cambridge, Mass., and Mr. TOOLEY, of the *Herald*.

Future Movements of Mr. Ashbury.

Commodore ASHBURY passed last night on board his yacht, at her anchorage, and will to-day take possession of the rooms which have been engaged for him at the Brevoort House. He will, it is understood, be the guest of the New Hork Yacht Club, at an entertainment, at which he will meet with all the hospitality for which our yachtsmen are noted.

The Race for the Queen's Cup.

The regatta for the prize of the Queen's Cup, of which the Ocean race between the *Dauntless* and *Cambria* was but a preliminary incident, will take place as soon as arrangements can be made by the New-York Yacht Club. The primary object of the owner of the *Cambria* in bringing his yacht to America, as is generally known, was to compete for this prize, which was won by the yacht *America*, in English waters, nineteen years ago, and is now held in trust by the New York Yacht Club as a challenge cup for the yachts of all nations.

In accepting the challenge, Mr. ASHBURY, the owner of the *Cambria*, said:

"Before my yachting time, your schooner *America*, in 1851, had the honor of winning the cup presented by Her Majesty to the Royal Yacht Squadron, and I am led to believe that the New-York Yacht Club (or the winner) have, in the most friendly and courteous manner, offered the cup in question, to be sailed for in New-York waters, to any English yacht which will compete for it. It is an esteemed honor for any Englishman to win at any time 'the' Queen's prize; but I venture to think none would be so much valued as the one so triumphantly taken away in 1851 by the *America*; and subject to conditions which I hope will be deemed equitable and reasonable to all concerned. I now have the pleasure to ask you to kindly state to your committee that I am disposed to challenge all America for the possession of the cup in question."

The regatta for the cup will probably take place about the middle of August. The course will be the same as that usually run in regattas of the New-York Yacht Club—from Owl's Head to the light-ship off Sandy Hook and return. As has been previously stated in the TIMES, the yacht *America*, which originally won the cup, and which is now owned by the United States Government, will again run for the prize, and for that purpose she has been rigged out by the Navy Department in precisely the same style—masts, sails and everything—as when she won the cup nineteen years ago.

Sketch of the Yachts.

THE CAMBRIA.

This yacht was built by Mr. ROTSEY, of Cowes, and was launched in May, 1868. The *Cambria* is rated 248 tons by the New-York Yacht Club, but she is generally rated as 188, Thames measurement. In this connection it may be well to explain that what is known as Thames measurement is the system laid down by the Royal Thames Yacht Club, and is thus described in the rules of that Club:

"The length shall be taken in a straight line at the deck from the fore part of the stem to the after part of the stern-post, from which, deducting the breadth, the remainder shall be esteemed the just length to find the tonnage, and the breadth shall be taken from the outside of the outside plank in the broadest part of the yacht; then multiply the breadth so taken, by the length and the product by half the breadth, and dividing the whole by 94; the quotient shall be deemed the true tonnage."

Her first appearance as a racing craft was on the 2d of June, 1868, when she had for competitors the *Egeria*, (152 tons,) *Gloriana*, (132 tons,) and *Fleur de Lis*, (100 tons.) In this race the *Cambria* was the first to reach the winning post, but lost the prize, having to allow her smaller opponents time for difference in tonnage. On the 17th of June, 1868, she started on the Thames against all the celebrated cutters, and it would have been a matter for surprise had she been otherwise than beaten, when sailing against such vessels in fresh water, and on a river not half a mile wide at many points.

The *Cambria* was expressly designed for speed, and every expedient that experience could suggest was resorted to to secure that object. Her dimensions are as follows: Length from stem to stern-post, 108 feet; beam, 21 feet; tonnage for racing, 199 tons; draft of water, 12 feet. The dimensions of her principal spars are: Mainmast, (hounds to deck,) 61 feet; foremast, 56 feet 6 inches; main boom, 61 feet; main gaff, 33 feet 9 inches; fore gaff, 25 feet; bowsprit, 35 feet outside of stem; maintopmast, 35 feet 6 inches; foretopmast, 32 feet 3 inches; maintopsail yard, 32 feet, and foretopsail yard, 29 feet. The construction of her hull is faultless; her lines are beautifully fine. She is built of oak, with teak topsides; scantling, 7 inches by 4 inches. Her interior fittings are of polished wainscot work, and are remarkable for their neatness and the good taste displayed in their decoration. Twenty-one tons of lead were melted and run into her, in addition to which she has about four tons of lead bolted on her keel.

Her next race was on the 30th of June, from the Nore to Dover, and in this match the *Condor*, a new cutter of 129 tons, beat her, and in the return match she suffered defeat at the hands of the *Gloriana*; but having completed her engagements on the Thames, and having unshipped her lead keel, we find her on the 6th of August beating the *Egeria, Lufra, Olmara, Condor, Fiona, Vanguard, Phryne, Dione, Sphynx* and *Niobe*. On the next day she was beaten only by the *Aline*; the *Egeria, Lufra, Pantomime, Nyanza* and *Gelert* suffered defeat by her. On the 11th of August she left a large fleet of yachts astern in the race, including the hitherto invincible *Aline* and the dreaded *Condor*, as well as the *Egeria, Fiona, Nunda, Psyche, Dione, Niobe, Phryne, Albertine, Goshawk, Marina* and *Olmara*. In the race to Cherbourg of Aug. 17, she lost her place as first to the *Aline*, at the last moment, through an error in seamanship. But in the return race from Cherbourg to Ryde she led the *Guinevere*, (a vessel of 100 tons more than herself,) the *Aline* and *Egeria* round the winning-post. On Aug. 4 the French and English yachts were one and all beaten by her; but her crowning performance for the year 1868 was on Aug. 25, when she sailed against the American yacht *Sappho*, beating her, and at the same time the three fastest English yachts—the *Aline, Olmara* and the *Condor*.

Having thus added a goodly number of prizes to her owner's plate-locker, her spars were shifted, and she sailed on a pleasure trip to Madeira. On her arrival again in England her spars were taken out, as much ballast as possible removed, and she was hauled up on the patent slip of Mr. ROTSEY, of Cowes, there to dry and have certain alterations made in her bow. These alterations consisted in padding the hollow in her bow with three-inch planking.

She was never a bad sea boat; but now is one of the best afloat. After having been kept on the slip some months, and being thoroughly dry, she was again launched and fitted with her masts, which had been what is termed bored, that is having the middle bored out of them, during the interim. She also had a lighter keel fitted than the original one given her. By the time she was again fitted out the news had reached England that some American yachts were likely to come over to Cowes during the Summer; thinking, therefore, that there might be a second edition to the famous America among them, and that probably some of them would be induced to take part in the matches, the greatest care was manifested in fitting the *Cambria*. A new and larger mainsail was given her, a little more hoist on the mast, and everything new in the shape of rigging.

HER VICTORIES.

Notwithstanding the warning the *Cambria* received in 1868, that vessels of her size should not attempt to race in a crowded river, where there is but half a mile between the muddy banks, she again entered in the Thames races, and suffered for her temerity, as she won only one second prize. Once in blue water again everything seemed to give way to her. On Aug. 5, 1869, when sailing for the cup presented by the tradesmen of Cowes, she beat the famous *Alarm*, a vessel that has won more prizes than any other afloat, and was the only one that could contend with the *America*.

On Aug. 10, 1869, she was the first of twenty-five yachts that sailed for the Royal Victoria Plate. In this race she beat almost every known clipper yacht in England. On July 23 she won the first prize in the Royal Yorkshire Regatta; but her career in this year was cut short by her carrying away both her masts. When there were no matches to be sailed, Mr. ASHBURY sent the *Cambria* to the Mediterranean, and she took part in the ceremony of the opening of the Suez Canal.

Her career as a racing schooner has been quite remarkable. *Hunt's Yachting Magazine* of December, 1868, says of her:

"On her first appearance in the Thames she was considered a beautiful model, but owing, no doubt, to her want of proper trimming, was judged to be no flyer. She has since reaped a world-wide fame, beating all the 'cracks,' and gaining the championship of the seas."

On Jan. 3, 1870, the *Cambria* once more returned to Cowes, having experienced very heavy weather after leaving Gibraltar, during which she was hove to for four days and behaved well. She was taken to the slip at Cowes, where she was hauled up to dry and prepare for her struggle with the *Dauntless*. Her alterations were not numerous; her bulwarks were raised, and more shear given; additional lug portholes on each side and three or four tons of lead added to her keel comprised the material alterations.

In addition to her victories over English yachts, she was successful in outsailing the *Sappho*, although sadly beaten by that schooner a short time ago, subsequent to her purchase by Mr. DOUGLASS.

THE DAUNTLESS.

The *Dauntless* was built at Mystic Bridge, Conn., by Messrs. FORSYTH & MORGAN, and launched in June, 1866. She was then known as *L'Hirondelle*, and was the property of Mr. S. D. BRADFORD, Jr. She accompanied the fleet of the New-York Yacht Club in August of that year. Her frame was composed of white oak and hackmatack. The outside covering was of white oak; the bilge streak and double set of clamps were also of white oak and Georgia pine. Below the water line she was copper-fastened; above she had galvanized fastenings, and was thoroughly locust-treenailed throughout. The combings, skylight and cockpit were composed of solid San Domingo mahogany. The deck of *L'Hirondelle* presented quite a dazzling appearance with its brass work. At that time her keel was 107 feet in length; length over all, 115 feet; breadth of beam, 25 feet; depth, 10 feet. Her tonnage was 260 8-10; length of mainmast, 89 feet 7 inches; foremast, 88 feet 7 inches; length of fore and main gaffs, 28 feet 6 inches.

Her main boom, when built, was sixty-four feet in length; some four or five feet were subsequently added to it. The length of the bowsprit outboard was twenty-two feet. The jibboom between the stays was fourteen feet. She carried the following sails: Jib foresail, mainsail, flying jib, jib topsail, fore gaff-topsail, main gaff-topsail, main topmast-staysail and squaresail. Her shrouds were composed of the best Italian hemp. All the fore and aft stays were of wire. Her cabin was twenty-two feet by seventeen feet, furnished and decorated in a luxurious manner. As she was a keel boat she was generally considered well adapted to contend against rough weather on the ocean. It was for that reason, and because her owner intended to take a cruise up the Mediterranean, where it was well known that the worms would trouble a center-board boat, that he had her constructed on the old style. Her model was considered well nigh perfect. She has excellent bearings, a beautiful shear and a clean run, and is capable of carrying a heavy press of canvas. Prior to 1866 *L'Hirondelle* had never had a square race. On the cruise of the fleet of the New-York Yacht Club in the preceding August, when going from New-London to Newport, it was thought that for such a heavy vessel in a light easterly wind she worked remarkably well. On that occasion she was the third yacht in at Newport, and was behind the winning boat only about an hour.

Some time after the great ocean contest, in which the *Vesta*, *Fleetwing* and *Henrietta* were the competitors, the owner of the last mentioned vessel purchased *L'Hirondelle*, and her name was changed to the *Dauntless*. Having undergone some alterations, she figured in the races given under the auspices of the New-York Yacht Club, especially on the annual cruises. It is unnecessary to follow up her career until the time when she was completely changed and rendered altogether a different vessel. This occurred at Noank early in the spring of last year. It should be remembered that in November, 1868, the *Dauntless* sailed from Norfolk, Va., to Staten Island in thirty hours.

Her alterations were completed in May, 1869. The contract set forth that she was to be lengthened by cutting away the bows about thirty-eight feet from the stem; then with new keel, stem, ceiling, planking, decks, &c., to rebuild the bows, making the vessel nine feet longer in the draught water line. The keel was to be of the best white oak, two pieces in depth, gradually diminishing forward to eight inches siding, and about eighteen inches in depth from rabit. In fact the vessel was made perfectly new from stem to stern, altered and improved, the model being changed.

Her new masts were almost the same length as formerly, but were greater in diameter. Her masts were 89 and 90 feet respectively, topmasts 42 feet, main boom 73 feet, gaffs 34 and 32 feet, and she spread under full sail between 6,000 and 7,000 feet of canvas. Her rigging is of Italian hemp and galvanized iron. She measures 116.90 feet on the water line, and 120.70 on deck. Her depth of hold is 9.70 feet, and breadth of beam 24.80 feet. Her present tonnage is 267.96 tons, and her area 2,800 square feet, and she is entitled to carry a crew of 37. Before she was rebuilt she had no hanging knees, but they were placed in her at Noank. She has also diagonal knees, and is iron strapped. On her figure-head is an Indian tomahawk, with feathers on the handle and scroll-work. She has two water-tanks, holding 6,000 gallons each. The appliance for steering is Jackson's patent, and is made of rose-wood. There are two patent wrenches, trimmed with brass, for hoisting the sails. The vessel carries four brass cannon.

Altogether the *Dauntless* was entirely overhauled and rebuilt, very little of the former boat being left. At the beginning of the season last year the *Dauntless* was placed on the ways at the East River, and completely prepared for a trip across the Atlantic. She entered in the Channel race for yachts of all nations, from Cherbourg round the Nab Light and back, for a cup of the value of 2,500 francs, given by the Emperor of the French through the Societé des Régates de Cherbourg, with a prize for the second vessel, value 1,000 francs and a gold medal. The other yachts were the *Guinevere, Shark, Egeria, Mystrie* and *Deane*. The yachts were started under way at 2 o'clock in the afternoon. There was bright sunshine, with a good sailing breeze from the northward, which enabled the vessels to lay their course direct for the Nab. About an hour after the start the *Dauntless* carried away her foretopmast, bringing down her foregaff-topsail. This misfortune, of course, diminished her chance of winning the race; and, thus disabled, she would have been justified in retiring from the contest; she, nevertheless, kept on the course, and after all came in third, being beaten only by the *Guinevere* and *Egeria*—the former taking the first prize. This was the only race in which the *Dauntless* was engaged since her advent in Great Britain, with the exception of the international contest ended yesterday. The *Dauntless* was again overhauled at Cowes last April in preparation for the ocean race. She was newly coppered, her foremast was placed four feet aft, and she underwent some other alterations. Her draught of water aft is now twelve feet three inches.

THE NEWS IN THE CITY.

The Yacht-Race the Prevailing Topic—A Dash of Disappointment Succeeded by a Sentiment of Congratulation.

The excitement of yesterday was the yacht-race. The continental war was nowhere, and scarcely any one gave it a thought, so absorbed were all in the international peaceful contest which had been brought to a termination at Sandy Hook.

At an early hour in the morning, just about the time when business men strolled down town to their offices, the news arrived in the City that a schooner, bearing a resemblance to one of the yachts, was passing Long Branch, bound in, and that she was in a somewhat disabled condition. From the faint signals which were made out, it was supposed that she was the *Dauntless*. The news spread like wildfire, and as it passed from mouth to mouth, the story became, like the famed one of the three black crows, tortured beyond recognition, so that when it reached up-town the report was that the *Dauntless* had of a certainty won the race, and was then coming up the bay.

Upon the assumption that the coming yacht was the *Dauntless*, much enthusiasm was expended, and many beverages were put out of sight by men who were so glad that they did not care much to learn the true facts, but were willing to accept as correct the first report that the American yacht had won. Some time elapsed before the truth became known, and then, when it was positively declared that the *Cambria* was the winner, there was a shade of disappointment observed upon the countenances of almost every one, especially those who had but a short time before been crowing so loudly over the reported success of the *Dauntless*. The majority resolved to *liquid*-ate no more until full particulars were obtained, and then set about collecting information from the best attainable sources. These were assumed to be the newspaper bulletins. Any one making the rounds of the offices would certainly obtain much food for reflection, and not a little which would excite and provoke. One bulletin would have it that the yacht below was the *Dauntless*; another, more guarded, asserted that it was supposed to be the *Dauntless*; another, not to be caught by any false dispatches, transcribed the telegram just as it was received, and let it stand at that. Another announced the race as won by the American yacht, and went so far as to give the time of passing the Hook.

GOING DOWN TO MEET THE YACHT.

The men of leisure who were interested in the result from pecuniary motives, and those who could take "a day off" on such an extraordinary occasion as this, made tracks for the Long Branch and Staten Island boats, to see with their own eyes the victorious yacht as she came up the bay. Probably never before was such a multitude directed toward a given point since the *Great Eastern* steamed up the bay the wonder of the Western World. Those who could not go down the harbor gathered on the Battery, and there stood watching and waiting uneasily and in vain—for the winning yacht did not come up to the City. The Long Branch boats were crammed with people who cared not to go further than Sandy Hook; and the Staten Island boats were also filled with throngs whose destination was the New-York Yacht Club-house, rightly divining that that would naturally be the real destination of the yacht and her white-winged convoy, the yachts of the New-York squadron.

"THE CAMBRIA WINS."

This was the announcement which was made later in the day, and it was followed almost immediately by the elevating of the Royal Yacht Club flag, bearing a crown in the center, on the western flag-staff of the City Hall, which was the prearranged signal to be given when the news should reach the City. The salute of two minute guns belched forth from a field-piece in the Park, and then everybody within hearing and seeing distance, knew that the *Cambria* had indeed won. Englishmen were jubilant, and smiled all over at the success of their countryman, ASHBURY, while the Americans were correspondingly depressed. The statement which succeeded the first dispatch that the *Dauntless* was in the offing—thus showing her to have been not far behind the *Cambria*—elated them again, and they felt that if beaten, the American yacht had done nobly, and had exhibited sailing qualities not greatly inferior to those of the *Cambria*. Then the hope arose uppermost that there might be some irregularity in the management of the *Cambria*, which would give the race to the *Dauntless* by a foul, and in that case the national honor, as represented by the American yacht, would not be so greatly humiliated.

SKEPTICS.

There were, even late in the afternoon, men who would not believe that the British yacht had won, and who placed no faith either in the bulletins or in the dispatches printed in the evening papers. They seemed to think that it was impossible that anything which floated in the shape of a yacht could beat the American vessel, and had all manner of excuses for resisting the conviction that the *Dauntless* had indeed lost the victory. These were the men who were first to raise the cry of "foul," and seemed exceeding nervous over what was really a trifling matter.

AT THE CUSTOM-HOUSE.

Collector MURPHY, on receiving the news which first came to the City, that the *Dauntless* was off Long Branch, ordered the revenue cutter *McCulloch* to proceed at once to Sandy Hook, take the *Dauntless* in tow, and bring her up with Mr. BENNETT and his friends—thus doing that gentleman great honor. As the *Cambria* was the vessel off the Branch, the commander of the cutter doubtless followed out his instructions, and crused for the *Dauntless*, leaving the English yacht to come up, escorted by the vessels of the yacht squadron. The excitement at the Custom-house was as great as if something had happened which would incite a political revolution, and everybody was on the *qui vive* for the latest intelligence respecting the event of the day. Clerks hurried hither and thither, rushing between the nearest telegraph-office and their desks, eager to learn the full details of the race, and one would think, from their earnestness, that some had a pecuniary stake on the result.

IN WALL-STREET.

The race was the absorbing topic among the money kings and subjects in Wall-street. They were as excited as everybody else, and dropped business, which was dull any way, to discuss *the* topic of the day. The Gold Exchange was almost deserted in the afternoon, and there was really no necessity for holding a second Board in the Stock Exchange, so slim was the attendance. The rejoicings were about equally divided. Those who had set their hearts upon the success of the *Dauntless* were made glad by the news which first reached their ears; and on the contrary, those who had hoped that the *Cambria* would win, were depressed until later in the day, when the tables were turned by the more recent intelligence. It was difficult to make men, who almost daily deal in fictitious information, rely upon the truth of the dispatch which announced the success of the English yacht. They affected to believe that it was some trick of the Bulls—the Johnny Bulls—and many of them were prepared to go home in a skeptical frame of mind. Some, however, wandered off to Long Branch or Staten Island to see for themselves which was the winning yacht.

THE WAGERS.

Men wager all sorts of things upon all sorts of subjects in these days. There are those who have stood for hours opposite a gold indicator betting upon which way and how soon the price of gold would turn. Others have wagered upon more trivial subjects, and others, again, upon more weighty and important. It is presumed that the sums which were wagered upon the result of this race would reach an enormous amount in the aggregate, could all the facts be collated, and it is doubtless true that hundreds of thousands of dollars have been lost by the success of the *Cambria*, for public opinion, on this side of the Atlantic, at least, has been strongly on the side of the *Dauntless*. There were wagers upon the length of time which the trip would occupy, as well as upon the winning yacht. At the clubs the betting has been high, and in some cases very wild, the most unbounded confidence being expressed in the ability of the *Dauntless* to win the race easily.

THE ALGERIA.

The yacht reported as the *Algeria*, which came in a short time after the *Cambria*, and which was mistaken for the *Dauntless*, was on a cruise from the West Indies, and came here for the purpose of joining in the demonstration to the winning yacht, and perhaps participating in the race for the cup this Fall—her master little thinking, but doubtless fondly hoping, that he would welcome the *Cambria*. Certainly his arrival so near the time of the British yacht was an event of which he may well be proud, as it gives him and his yacht a world-wide reputation.

THE SAPPHO.

The question now is, Where is the *Sappho*? She left the other side two days after the contesting yachts. The *Dauntless*, it will be remembered, took a northern course, and the *Cambria* one to the southward, while the *Sappho* steers for a line between the two.

THE WHITE MOUNTAINS.

Snow-Balling in July—Some of the Joys of a Visit to and About the Mountains—Ladies' Sketching Excursions—Their Costumes—The Notch—The Villages About the Mountains—Practical Hints.

From a Special Correspondent.

ON THE MOUNTAINS,
Wednesday, July 20, 1870.

It probably does not occur to many of the hundreds of thousands dwelling in the great Metropolis, and who have been suffering from the continuous and exhausting heat of the past few weeks, that a day's journey will take them to a spot where overcoats and fires are necessary for comfort, and where, if so inclined, they may build a snow hut or indulge in the recreation of snow-balling. Such is the fact, however—Tuckerman's Ravine being the place. The ravine is a part of Mount Washington, and the easiest way to reach it is to ascend the mountain to the summit, and then descend by another and very difficult course to the ravine. Here the storms of Winter accumulate drift upon drift of snow until the mass becomes hundreds of feet in depth, so that it is not dissolved until near the end of Summer. When the writer saw it, a few days ago, it was nearly a hundred feet in depth. Few visit it, owing to the difficult walk over the rocks. Most people find the temperature cold enough when they arrive on the summit of Mount Washington, which is 6,300 feet above the level of the sea.

THE ASCENT OF MOUNT WASHINGTON.

There are now four modes of ascending Mount Washington, namely, by walking, riding horseback, riding in a carriage, and by the railway steam-car. A few years ago, the only methods were by walking or riding horseback over a "bridle path." It was then absolutely necessary to have a guide, as only the guides and the well-trained Canadian ponies, could distinguish the thread-like path. A stranger would soon lose his way among the clouds which were likely at any moment to close around him. Now that the carriage road and the railway are built, the romance of an ascent of Mount Washington is lost. To have made the ascent when the horses were obliged to actually clamber their way for miles over ragged rocks, a storm coming up, meanwhile, when wind, rain, lightning and thunder, each seemed contending for mastery—was an experience of which ladies delighted to boast, and not without reason. But now the ascent is made without labor and without fatigue. The quickest way is by railroad. New-Yorkers go by this route. The distance is about three miles, and the time about an hour and a half or two hours. The steepest grade is thirty-three feet to the hundred. The locomotive pushes the passenger-car up, over a triple track. The pleasantest route is by the carriage road, occupying about three hours and a half in the ascent and an hour and a half in the descent—distance eight miles. The views going up by the carriage road are so beautiful and various that they should not be missed. Few ascend on horseback or on foot. In looking forth from the summit one is struck by the absence of villages or houses from the vast surrounding scene. Conway is the only village plainly visible. Mountain ranges, valleys, rivers and lakes, the sky and the clouds are the elements that make up the noble and magnificent prospect. And, however much a clear day is desired for an uninterrupted view, one of the chief glories of the scene is missed if the clouds do not for a time roll in below and obscure the landscape, leaving visible only the rocky summit and the clear sky above.

THE "TIP-TOP" HOUSE.

The house on the summit is a one-story hut, built of irregular sized stones. It has an attic, and the roof is strapped to the ground by strong iron chains, a necessary precaution where the winds are so incessant and powerful. This structure was leased this year for $3,000, and the season lasts about six weeks. The same hut down in the valley would probably rent for not more than $30. In the matter of rents there, as in New-York City, everything depends upon location. Near the Tip-Top House is a never-failing spring of water. How it is supplied in that elevated position is quite phenominal.

NORTH CONWAY.

This charming village, situated in the valley of the Saco, about twenty miles from Mount Washington, is the favorite resort of many artists, and of families of intelligence and refinement, who spend the entire Summer there. Looking up the level and fertile valley, Mote Mountain appears in the foreground on one side of the river, and Mount Kearsarge on the other. From the two prominences extend ranges of mountains which seem to meet beyond at Mount Washington, which towers grandly above them all. The whole aspect is one of harmony, grandeur and incomparable beauty. There are a number of curiosities to be seen in this vicinity, among which are Diana's Baths, the Cathredal and Artist's Falls. There are three or four churches, eight hotels and innumerable boarding-houses in the village, and one marked feature of the place is its neatness and brightness. The hotels and boarding-houses all bear a good reputation, and can be commended for their cleanliness.

"MUSHROOMVILLE."

This is a little village on the banks of Artist's Brook, in the suburbs of North Conway. As you approach the place it has something the appearance of a collection of gigantic mushrooms, but closer observation shows them to be umbrellas, under which, seated on camp chairs, are ladies and gentlemen, busily engaged with pencil or brush, in reproducing some of the many beauties of nature around them. The brook here wanders through a grove of trees, and just beyond joins the Saco, suggesting the words of TENNYSON'S brook:

> "Till last I come by Philip's farm,
> And join the brimming river,
> For men may come, and men may go,
> But I flow on forever."

A lady, when attired and equipped for a sketching excursion, presents quite an odd appearance. The costume in vogue here is a water-proof short dress with hoopless skirt, a broad brimmed straw hat tied down at the sides by a veil, and a handkerchief around the neck. The hands find full occupation, as the lady has to carry an artist's box, containing paints, brushes, pencils, canvas, paper, &c., a camp chair, a large umbrella, and a pike, which answers the double purpose of a support for the umbrella, and of an assistant in climbing. The country people are often puzzled to know the vocation of these wanderers, and some amusing mistakes have occurred in consequence. One country woman inquired of two of them, who were passing her house, if they mended parasols and umber-el-las. Mr. CHURCH was once accosted by an old lady, who inquired if he had any "nice peppermint." He answered, "No, but I have some fresh chrome yellow."

THE NOTCH.

Dr. BEMIS, of Boston, is building a handsome granite house in the Willey Notch, at an expense of about $60,000. He is evidently not afraid of land-slides. The Willey House still stands, and the course of the slide that buried the WILLEY family can be seen. Land-slides are of yearly occurrence on the different mountains. The track of an extensive one that occurred on Mount Carter last Fall can now be seen.

THE SOURCE OF TWO RIVERS.

In front of the Crawford House is a little pond, which is the common source of the Saco and Ammonoosuc Rivers. Pour a glass of water into the pond, and some of the drops will go with the Saco through the Notch, through New-Hampshire and Maine, to the Atlantic Ocean. Other drops will blend with the Ammonoosuc, and flow into the Connecticut, passing through Massachusetts and Connecticut, into Long Island Sound.

ECHO LAKE.

This is situated about half a mile from the Profile House; is a very placid sheet of water, noted for the echo returned from the surrounding hills. Every evening a band plays there; but if any persons wish to hear the echoes at other times, they will find a wag on the shore who is always ready to furnish "implements of noise," and organize an impromptu "Gideon's Band." His instruments are of tin, varying in length from two to ten feet. Of the two bands, this one affords the greater amusement to visitors.

THE FLUME.

The Flume is the most extraordinary curiosity in the White Mountain region. It appears as though some marvelous force had split asunder an immense bed of rock, leaving a chasm some eighty feet in depth by twenty or thirty feet in width and several hundred feet in length. A stream flows through the fissure, but by means of a plank walk visitors pass through it and under the immense rock which hangs suspended between the two granite walls. How the bowlder came in its present position is a mystery. It may have been the result of a convulsion of nature, or it may be that it was forced over the precipice by Indians, and caught half way in its descent.

HORSES AND DRIVERS.

To make the tour of the White Mountains requires from 150 to 200 miles of coach-riding, twenty-five to thirty miles being a good day's ride over the hilly roads. Provided you obtain an outside seat, which every one strives for—ladies as well as gentlemen—the ride is in the highest degree exhilarating and enjoyable. The scenery in the valleys of the Saco, Peniegewasset and Peabody Rivers is full of splendors, and every turn of the road reveals a fresh picture. The drivers, as a set, are very accommodating, prompt to point out any object of interest, and willing to stop for a short time when in the vicinity of a cascade or other curiosity. They manifest a great deal of affection for their horses, and many of the teams are worthy of it—particularly so a team of six horses which travels between Crawford's and the Profile House. Every horse does his full share of the work, and never slackens his efforts, though the driver never puts a whip to them. They have traveled together for five or six seasons, and at the end of the season are heavier by 100 pounds each, but lose the weight in Winter, when they are not worked.

GAME AND FISH.

Bears and deer are still to be found in the mountain region, but they are scarce. Trout can be caught in all the numerous streams, but in the most frequented places they are small. The proprietors of the Profile House are raising trout by artificial propagation, and have constructed the most complete preserves for the purpose. At the present time they contain several thousand trout, large and small. The hotel is not supplied with them, and indeed trout are too seldom seen on the tables of the White Mountain hotels.

PRICES.

Board at the Tip-Top House is $6 per day; at the Glen House $4, a reduction of fifty cents from a year ago; at the Crawford House $4; at the Profile House $4 50; at the hotels in North Conway from $3 50 downward, and at the boarding-houses in the same place from $14 to $21 per week for two persons. The fare for conveyance up Mount Washington by the carriage road is $5 for each person; by the railway, $3. The fares over the stage routes average about fifteen cents per mile. For instance, from the Glen House to North Conway, it is $3; from Gorham to the Glen, eight miles, $1 50; from North Conway to Crawford's, $3 50; from Crawford's, via the Profile House and Plymouth, thence by railroad to Boston, (through ticket,) $12 15; Boston to New-York, $6.

WITHDRAWAL OF THE PRINCE.

Reception of the News in Spain—Prim's Conduct—Scenes in the Reception-Rooms—Schemes of Two Republicans—The Monarchists Discomfited—Rumored Early Removal of Minister Roberts from the American Mission.

From Our Own Correspondent.

MADRID, Wednesday, July 13, 1870.

The guests were playing at cards yesterday evening in Gen. PRIM'S reception-rooms, when, at about 10½ o'clock, a dispatch was handed to him. This informed him that the father of Prince LEOPOLD of Hohenzollern refused the Crown of Spain for his son, because, notwithstanding his willingness to accept it, the opposition which had been raised against his candidature would in all probability lead to a general war. An Ex-Minister, who was present, assured me that Gen. PRIM was visibly annoyed at the receipt of the dispatch, and could not believe it. His first impression was that some one was "hoaxing" him. He turned the paper over several times, read it again and again, and said to my friend, handing him the dispatch:

"See how misfortune follow us. I had sent off by post letters to the Deputies to beg them to assemble on the 20th of this month, and now I am compelled to countermand the convocation. That devil, ZORILLA, (President of the Cortes,) has played me an ugly trick by committing this indiscretion. I am going to inform him of what has taken place, and request him to make known to the Deputies that they can remain in their provinces."

The friend of the General replied that it would be better to wait until the news was confirmed, and then lay the matter before a council of Ministers. "Bah," rejoined PRIM, "instead of going to take the waters at Carlsbad, we shall go to Vichy. Not a word of this to any one. We shall see what is to be done to-morrow." Toward 11 o'clock, the Marchioness of Castillejos, PRIM'S wife, was still playing at cards, but paid little attention to the game, being curious to know what was going on. She said to the Ex-Minister of Foreign Affairs, "Well, Mr. Minister, shall we soon go to take the waters at Vichy?" To which his Excellency replied, "I believe, madam, we shall remain in Madrid." The Marchioness rejoined that no news could be got from diplomats, and that it was very annoying. The General said, "we shall go to Vichy on the 1st of August.',

RECEPTION OF THE NEWS BY SERRANO.

Let us now see what is occurring in another reception-room, (the Regent's,) still in the street of Alcala. A superior officer of the telegraph department had sent his Highness a copy of the telegram which was addressed to PRIM. After reading it the Regent sent for two Generals, one of whom is his Secretary. It was decided that a newspaper article on the subject should be at once written. This was done and it appeared this morning in *Le Pays.* It demands the continuation of the Regency, but with all the attributes of the monarchy. They are not of this opinion at the Ministry of War.

THE POSITION OF AFFAIRS.

In a word this is the position of affairs. A vast amount of ridicule has been thrown upon the representatives of the nation, and also upon the Ministers, who will probably send in their resignation. The Regent would accept it and intrust Gen. PRIM with the task of forming a new one. The assembling of the Deputies is improbable, for they will be inclined to believe they have been kept in the dark in this matter, and will remain in their provinces. At the Bourse, yesterday, there was a rise of three per cent. on all securities. There has been a great deal of noise for nothing. The Republicans laugh heartily at the discomfiture of the Monarchists, and at the intrigues of PRIM, going, as it were, from country to country begging for a King, who will not come. They will insist upon the Cortes meeting, if only for one day, in order that they may impeach a Government which, so to speak, pitches the dignity of Spain into the streets. But the Government being in unison with the President of the Cortes, will take care not to give its adversaries an opportunity of criticising them so bitterly. The chances are that the Cortes will not meet again until the 1st of November. However, nothing is as yet decided. The Government is waiting to see what effect will be produced by the news the journals are receiving from the Havas Agency at the moment I am writing. The Republicans here have sent a deputation to Gen. ESPARTERO, asking him to accept the Presidency of the Republic. The veteran answered that "if the Cortes were so to decide he would devote himself to the good of Spain." Great discontent has been shown at the Ministry of Foreign Affairs at the fact of the French Ambassador's having paid a visit to M. FIGUERAS, one of the chiefs of the Republican Party. M. CASTELAR, who received a copy of the telegraphic dispatch from the Havas Agency immediately after it reached here, observed to the person who brought it that the Republic was now more feasible than ever, on account of the ineffectual efforts of the Monarchists to find a King. The Republicans had laid themselves out to oppose Prince HOHENZOLLERN by every means in their power, but they will now direct all their energies to securing the revision of the thirty-third article of the Constitution.

PERSONAL.

The Regent is about to return to La Granja, and the United States Minister, Gen. SICKLES, is to accompany him thither. There is a talk of replacing M. MAURICE ROBERTS, the Spanish Plenipotentiary Minister at Washington.

LONG BRANCH RACES.

Programme of the Meeting—Probable Starters and Winners—The Route to the Course.

The inaugural meeting of the Long Branch Race Association commences on their new race-course, at Monmouth Park, near Eatontown, on Saturday next, and is continued over four days of the succeeding week. The programme is confessedly the most liberal ever offered to the public, for the princely sum of $31,000 is given to be run for. The course is located at Oceanport, about three miles from Long Branch, and half a mile from Eatontown, and possesses unequaled facilities of access from the Empire City and Philadelphia, trains from both places stopping within 100 yards of the gates of the track. The steamers *Plymouth Rock* and *Jesse Hoyt* will convey New-York passengers direct to the course, leaving Pier No. 28, at the foot of Murray-street, at 11 o'clock A. M., and stopping only at Long Branch; they also run at 6¾ A. M. and 9½ A. M., in connection with trains from Sandy Hook to the track. Should these two floating palaces fail to afford sufficient accommodation for the thousands who wish to patronize the racing, the *Old Colony* and *Empire State* are in reserve, ready for instant service, thus affording ample means of transit for over 20,000 people daily. The forthcoming meeting, therefore, promises to be the most brilliant turf reunion ever held in America, causing even the glories of Jerome Park and Saratoga race gatherings to pale before it. The track is unquestionably the finest, safest and fastest in America, and trainers speak enthusiastically in its praise. It is eighty feet wide in every part, thus affording ample room to start the largest field of horses without the risk of incurring such a fatal accident as befel *Metairie* at Saratoga. The grand stand is a magnificent structure, being 400 feet in length, and capable of accommodating 10,000 people. The stables are numerous and spacious, with room for 150 horses, and possessing the great advantage of abundance of clear, pure spring water. The entire course and its accessories and surroundings reflect the highest honor on the liberality and enterprise of Mr. JOHN CHAMBERLIN, of this City, who originally conceived and has practically realized the idea of a race-course at Long Branch. The stock company now associated with Mr. CHAMBERLIN in the enterprise is composed of the leading and wealthiest citizens of New-York, and in making the race meetings successful, neither labor nor money will be spared.

The first day's racing (on Saturday) comprises three events, commencing with a hurdle-race, for all ages, for a purse of $1,000, over eight hurdles and two miles. The entries are not made until the afternoon of Friday, but we presume we shall see *Lobelia, Bohannon, Oysterman, Morris, Gerald* and others among the starters. Then comest he Continental Hotel Stakes, for three-year olds, $50 each, play or pay, with $1,000 added by Mr. W. D. BORROWS, proprietor of the Continental Hall, of which $200 goes to the second horse. There are twenty-seven horses entered, and the probable starters are J. W. PENNOCK'S unnamed b. c. by *Norton*, dam *Rebecca Price*; D. MCDANIELS' b. c. *Belmont*, by *Lexington*, dam *Alabama*; DENISON & CRAWFORD'S ch. f. by *Censor*, dam *L'Anglaise*; D. SWIGERT'S b. c. *Musketeer*, by *Lexington*, dam *Heiress*; A. BUFORD'S b. c. *Enquirer*, by *Leamington*, dam *Lida*; H. P. MCGRATH'S b. f. *Susan Ann*, by *Lexington*, dam *Roxana*; T. G. MOORE'S ch. f. *Maggie B. B.*, by *Australian*, dam *Madeline*; D. J. CROUSE'S b. f. *Regards*, by *Australian*, dam by *Yorkshire*; and BACON & HOLLAND'S b. c. *Lynchburg*, by *Leamington*, dam *Neutrality*. The most dangerous of the above lot, judging from public running, are *Enquirer*, *Maggie B. B.*, and *Lynchburg*, while among the dark division *Belmont*, *Susan Ann* and *Musketeer* are most thought of. It is always safest, however, to rely on public form, and we think the winner of this race will be found among the three first-named horses.

The third race is for the Monmouth Stakes, for all ages, $50, play or pay, two and a half miles, with $1,500 added, of which $350 goes to the second horse and $150 to the third. There are twenty-one entries, and the following are most likely to start: *Glenelg, Niagara, General Yorke, Helmbold, The Banshee* and *Coquette*. After *Helmbold's* brilliant victories in the Westchester and Saratoga Cups, it is useless to look any further for the winner, provided he comes to the post fit and well on the day. The programme of racing for the four following days is equally as attractive as on the opening day, and will assuredly induce thousands to visit Long Branch and patronize the race-course by the "ever-sounding sea."

Illicit Distillation—Raid of Revenue Officers at Philadelphia.

From the Philadelphia Ledger, July 26.

Revenue Officers BROOKS and CLARKE, accompanied by Deputy Marshals and members of the secret service department, the whole making a force of thirteen men, paid an early visit, yesterday morning, to the old Richmond district, reaching the point from which it was designed to commence operations about four o'clock. At this hour very few persons were astir in that part of the city, but it was not long before men, women and children began to gather at the cry of "the gaugers!" "the gaugers!" and in about a quarter of an hour one hundred had assembled. The first place visited was off Somerset-street, where, in a large space inclosed by a high board fence, two stills were found in operation, with eight barrels of whisky. There were, besides, forty-five hogsheads of mash and a hogshead and a half of molasses. In a stable connected apparently with the still-house was a handsome horse and a top-wagon. The animal was soon geared up, the eight barrels of whisky placed in the wagon, together with the two stills and other apparatus used about the still-house, and the whole was driven off. With axes the hogsheads containing the mash were knocked to pieces, and their contents flooded the street and ran down the gutter in a good-sized stream. Prompted by a desire to save as much of the escaping liquid as possible, a party of women and children followed it about a square below the point of egress, dammed the gutter with bricks and dirt, and set to work to gather it up. By the time the revenue officers reached them they had filled two hogsheads with it. These vessels were also broken and the mash permitted to run off. From Sommerset-street they next went to what is known as "The Pond," where they found one still in operation, the still-house being in charge of a young man and a boy. The officers took possession of the place, removed the still, and arrested the watchers, who gave the names of JAMES KELLEY and MICHAEL MECMAN. They were subsequently committed to prison by United States Commissioner CLARK for a hearing on Wednesday. The mash discovered in the still-house just noticed was destroyed, and the movables were secured by the United States officers. At another place not far off a still was destroyed and the mash allowed to run away. While this was going on the crowd was pretty restive, but no violence was offered to the raiders. A disposition was shown to prevent the horse and wagon from being taken away, but it was only exhibited in mutterings and threats. On the whole, the raid was a success. The district had not been visited for a couple or three months, but when it was previously subjected to scrutiny, the revenue officers were driven away, and had to leave the contraband distillers in possession of the field. The property carried away and destroyed, yesterday, was worth about $1,500.

The Cincinnati (Red Stockings) Base-Ball Club—A Little Plain Talk.

From the Cincinnati Chronicle, July 23.

Mr. AARON B. CHAMPION, the President of the Cincinnati Base-Ball Club, this morning publishes a card defending the Club against the "abuse" which our city papers have seen fit to heap upon the nine. Coming as this does from the head of an organization which has been treated with more courtesy by the Press than any other base-ball club in existence, it seems very ill-timed. It is a well-known fact that the Cincinnatis have been petted and pampered by the city Press till they have literally become spoiled. As long as they were deserving of praise, it was accorded them to the utmost. Presuming, however, on the attention they were daily receiving, the Cincinnati Club this season adopted the policy of charging fifty cents to witness every game they played. As regards first-class games, this was well enough, but the idea of charging fifty cents to witness such games as the Reds Senior and Junior, the Reds and the Eagles, with others of a like character, is preposterous. The Red Stockings are professional ball-players. They give entertainments and charge an admission fee, and the public does not lose sight of the fact that they are as much open to criticism as the performers in a circus, burnt-cork artists, or disciples of the sock and buskin. The Cincinnati nine can have no complaints to make for the manner in which they have been treated by the Cincinnati Press. Where a player was deserving of special mention it has been invariably accorded to him; where the short-comings of certain members of the nine have been overlooked, so that there might be no cause among the players for strife and jealousies. This action on behalf of the Press has tended as much, if not more, toward keeping the nine together in boasted unison than anything else. The attention of the Club has been frequently called to the actions of a certain member of the nine, whose bump of self-esteem is so large that he has won for himself an unenviable reputation as a nuisance. Yet this player is allowed to insult the patrons of base-ball at nearly every game by exhibitions of "bull-headedness" which in a donkey might be excusable, but in a paid base-ball player is highly discreditable, to say the least. Mr. CHAMPION has taken a very poor way indeed to try to disguise the fact that the Cincinnatis are not occasionally deserving of censure: and though we are as proud as any one of the splendid record of the Red Stockings, we are sorry to see that record used as a means of imposition. As much attention should be given second-class games as any others, and the nine should exert themselves to please fully as much, if not more, at these games, full prices having been paid by the audience. The sooner the Executive Board recognize this fact the better. We have always defended the Red Stockings against undeserved attacks; but when we see the public tampered with, as public journalists we intend to do our duty by them. The Cincinnati Club should recognize the fact that a nine which charges fifty cents to see a game of ball, and then makes no attempt to play properly, is just as guilty of swindling as the man who stands on a street corner and palms off pinchbeck watches on a victimized public for gold ones.

CURRENT NOTES.

A female opium-eater, at Newburg, N. Y., a few days since, took an overdose and died. She was sixty-eight years of age, and had been employed at a woolen mill.

There must be a great scarcity of "eligible beaux" at Fort Scott, Kansas, when, according to an exchange, the young ladies of that delightful city have begun to pet fawns instead of "poodles."

A son of Mr. ROBERT W. BROWN, a merchant of Sharon, N. Y., has mysteriously disappeared. A reward of $100 is offered for the conviction of his murderer. The young man is twenty-four years of age, and has only been absent since the 17th inst.

It was Gen. CHARLES A. CARLETON, of this City, late Assistant Adjutant-General Tenth Army Corps, who recently assisted as one of the groomsmen at the Ames-Butler nuptials in Lowell, and not Lieut.-Col. JAMES H. CARLETON, as incorrectly reported by the Boston *Journal.*

Some of the Wisconsin boys amuse themselves by throwing alcohol upon the hats of old men, and then setting fire to them. Although New-York has not the best reputation in the world, they would find it very difficult, indeed, to practice such a game as that here.

The cotton merchants of Columbia, S. C., are jubilant over the decision of Judge MELTON, which declares that it is not necessary to have the cotton sold in the market of that city weighed by men specially employed for that purpose by the Common Council.

There is a man at Vermont, Ill., who lives in a jet black house, with bright vermillion "trimmings." A little more of this peculiar kind of eccentricity is needed in the Western country in order to give the editors of rural newspapers something to write about instead of "snaiks."

Miss LOTTIE MCALICE, the winner of the recent female rowing match, challenges a Miss MAGGIE LEW to a test of their skill on the Upper Monongahela for $500 a side. Miss LOTTIE is an excellent oarswoman, but from what we can understand she will have to work hard to get to "LEW"-ward of Miss MAGGIE.

Since the election of the last Governor in Mississippi, the tastes of the people have undergone quite a change, but whether for better or worse it is not for us to say. They used to have the habit of indulging their appetites with pork beef, beans and peas. Now they prefer to have "ALCORN," and *he* enjoys the preference like a martyr.

The Mayor of Leavenworth, Kansas, was arraigned before a Police Justice in that city, last week, to answer to the charge of having permitted a nuisance to exist in one of the streets. He attempted to treat the matter as a joke, and the Magistrate, so as not to "disappoint" him, imposed a fine of $10, which his "Honor" was compelled to pay before leaving the court-room.

A foul murder was committed in Michigan about twelve months ago. The body of an aged woman was found butchered by the way-side. Since then detectives have been diligently searching for the assassin, and have succeeded so well that they now only need his name, age, birthplace, and personal description, in order to bring him to justice.

A young lady who is reported to be of exceedingly prepossessing appearance, and who travels under the modest name of FAITHFUL, has been making quite a rich harvest of late, among the religiously disposed of all denominations throughout New-York State. She has a silvery voice, a fascinating smile, and makes an impression upon every person she looks to for pecuniary assistance.

Dr. LEVI H. ERNEST, a wine-merchant of Detroit, Mich., is just now engaged in proving to the "satisfaction" of a Judge in that city that he is unable to support his wife, from the fact that she has a fearful temper, and had at one time thrown a stove cover at him. The wife pleads a general denial, swears that he has $7,000 in gold, and that she is penniless. The Judge is put to his wits ends to know how to decide between them, both seem to be so terribly in "earnest."

Last week, a woman of fifty-two and a youth of seventeen attempted to form a matrimonial alliance at Lewiston, Me., in presence of the City Clerk. While the preliminaries were in progress, the mother of the would-be bridegroom heard of the matter, and reached the Town Hall in time to prevent the "sacrifice." The blushing intended bride, rendered more rosy by the heat of the sun, kissed the lad affectionately, and said she would wait until he was of age. Although it was not her first "offense," she grew faint from excessive emotion, and had to lean upon her "grandson" for support.

A sensation reporter at Troy, on Sunday last, while engaged in writing up a "shocking murder," based on the discovery of the body of a man in the bottom of a boat, forgot to note the color of the hair, and returned to the "scene of the tragedy" for that purpose. He found the boat empty, and on making inquiries was somewhat amazed to find that the "corpse," having grown tired of lying down, had gone to the nearest saloon for a drink. The reporter turned on his heel and wended his way homeward in sorrow and disgust. In future he will be less likely to make "assurance doubly sure."

The landlord of a hotel near Cohoes, N. Y., recently became the owner of a fine young family of swine, and in his great joy attempted to play off a joke upon a neighboring physician. He sent for him to attend a patient. The doctor arrived with his usual promptness, and was escorted to the hog-pen by the landlord. "There," said he, "are your patients. Be good enough to feel their pulses." Much to the astonishment of the landlord, the doctor did as he was directed, declared that the animals were not in good health, wrote a Latin prescription, and demanded a fee of $5. The landlord saw that he had been "sold," handed over the money, and hastened off to the wine cellar. It goes hard with a doctor when he experiences a total failure in making out a bill.

Wilkesbarre (Penn.) News—Colliery Suspensions—The Ghost Sensation, &c.

From the Scranton Republican, July 26.

There seems to be some trouble brewing among the officials at the Lehigh and Susquehanna Railroad shops at Nanticoke Junction. The directors are looking into the doings of Mr. BRASTOW, and a majority of the officials, against whom charges have been preferred, and although no changes have as yet been made, it is quite probable that there will be some very material ones made. It is rumored here that the Lehigh Coal and Navigation Company's men in the Lehigh and Nesquehoning regions, will resume work to-morrow, (Tuesday,) on terms decided by the Company. Those interested here seem to credit the report, and we give it for what it is worth. The suspension hereabouts seems still to continue. In the Plymouth region things remain about the same as last reported, with a prospect of the Henry colliery suspending to-morrow. The stoppage will affect somewhat other operators who have been depending upon it for coal to supply their regular customers. SWOYER'S three collieries here are still suspended. Baltimore Works, Nos. 1, 2 and 3, were suspended today, but they will resume in the morning. The trouble which caused their stoppage was in regard to $600 which was sent into the region last September by Schuylkill miners, for the relief of those who needed it. The money got into the hands of six parties who refused to account for it, and a meeting was held to determine what should be done. It resulted in compelling a promise that the money would be refunded next pay-day, when it will be returned to the Schuylkill miners, who are sorely in need of whatever can be raised.

The story printed in this paper Friday last regarding the appearance of the images of a mother and her son upon a lamp globe, to the daughter, who was very much distracted by the drowning of a young brother, in White Haven some time since, is vouched for by our friend Squire DEAN, who was called to hold an inquest upon the body of the boy. He says, however, that the image of the boy, as well as that of the mother, is still to be seen, except that part which was visible on a piece of the globe broken out by the daughter putting her finger on it. The daughter was told that she would burn herself by doing so, but she persisted as she said she could not be burned where her mother was to be seen.

LETTERS FROM GERMANS.

The Battle of the Kings—Why the Germans Are United in Support of King William.

To the Editor of the New-York Times:

Your views on the European question, as expressed in today's issue of the TIMES, is a very correct one, and I, with many radical Germans, fully coincide with you. Justice forbids us to call NAPOLEON a despot and WILLIAM a constitutional King. We all sincerely believe WILLIAM REX, an old gentleman infatuated with the idea of holding his Kingdom directly by the grace of God. We all remember the Kartaltschenpring of 1848, and the new King, who, in a pompous speech, declared that "he takes the crown from the altar of the Lord!" We know none of the family of Kings who clings so much to antiquated royal and feudal ideas as the present chief of the House of Hohenzollern; no one who was, and in his heart, perhaps, to the present day, is so defiant to liberal, popular principles. We even doubt whether German liberty, not to say republicanism, will gain one farthing from all the sacrifices of the people, who will again pour out their life-blood and treasure as in 1813, 1814 and 1815.

But what is this to us? Nations do not die. They can afford to abide their time. They'll reach their purpose, if they have one, in spite of time, Kings, Bismarcks and Napoleons. Germany, ever since the second decade of this century, had one great purpose, which found representation in all the dreams of its poets, in all the writings of its publicists, and this great popular idea was unity, one great united fatherland! Germany has to work out its nationality, and why not use BISMARCK as well as WILLIAM? We doubt whether even the German people would be so unanimous in answering the war-cry of a King if this idea had not found a strong foothold in the heart of the commonest laborer, a foothold which no tempest can uproot any more.

It would certainly be a pleasant censation if Germany could achieve liberty and unity without this battle of Kings; but alas! men are children of their age; they cannot overreach the sphere of their understanding. So we must go forward step, by step, and take a united Germany, and trust to future for the greater gift of fortune. As to the value of a great united country, no one is more apt to speak as the Germans in America! They have felt all the bitterness of an exile's life, unfamiliar with the language and customs of a strange country, without the help of an authority to protect and to defend them. As nationality has been treated with so little regard and so much contempt—just for want of a nationality, we hope the time to be passed for ever and ever when a German had no country at home and no protection abroad, and we hope that the time will be near when a German will be respected and will find protection wherever he may put his foot; just as well as his cousin, the Englishman! For this reason we are a unit, and hope the arms of King WILLIAM victorious. Most respectfully, yours, J. SCHOENHOF.

No. 7 LISPENARD-STREET, NEW-YORK, Tuesday, July 26, 1870.

The Moral Cause of the War—Who was it—Napoleon or King William?

To the Editor of the New-York Times:

In a free country like the United States, in case of any war, the people always ask for the *moral* cause of that war, because every war involves the question of right and wrong, and because *right* must always be moral, if it is to be really right and right at all.

With regard to your today's leader, "Are there Two Sides to the European Question?" I beg leave to ask you has LOUIS NAPOLEON any *moral* cause for the present war, and which is it? If you can convince me that he had any moral cause for declaring war against Prussia, and that he has any moral cause for fighting that war now, I shall consider his action no more condemnable than you do that of WILLIAM I. and BISMARCK? The latter are waging the present war for establishing the political union of the German people. By doing that their cause is, in my opinion, quite as moral as was the cause of the American people in waging war against rebels for the preservation of their political Union. In my opinion Germany cannot become a free country before she has been politically united, and she has only one king or monarch left for overthrowing. Respectfully yours.

A GERMAN READER OF THE TIMES.

NEW-YORK, Tuesday, July 26, 1870.

Germans and Dutchmen—The Difference Between the Two.

To the Editor of the New-York Times:

Allow me to call your attention to a mistake made so often by Americans. Dutchmen, or Hollanders, in this country are very often called Germans, and Germans are called Dutchmen, while the difference in nationality and language is almost as great as between English and French people. Dutchmen are Hollanders, natives of that industrious and illustrious little nation from whence came the first settlers in this City and this State. Holland, or the Netherlands, is a kingdom, independent from any other Power, governed now by WILLIAM III., of Orange. Never has Holland been a part of Germany, though in the sixteenth century the Earl of HOLLAND was also King of Spain and Emperor of Germany, so that we could be called just as well Spaniards as Germans. As for the language, though there are a very few words in the German language that are the same or sound like the same in Dutch, a German cannot understand the Holland language, neither can a Dutchman the German, unless he has had the necessary instruction. J. J. VAN DE MOER.

BROOKLYN, Tuesday, July 26, 1870.

The Tornado at Owatonna—A Fearful Storm, without Hail or Rain—Destruction of Property—A Grand Sight.

The Owatonna correspondent of the St. Paul *Press*, writing under date of July 20, says: At 2½ o'clock this city was visited by the most terrific and destructive tornado which it has ever known. The round house of the Winona and St. Peter Railroad Company was unroofed and a large portion of the walls demolished. The engine "Clermont" was nearly buried in the *débris*, but sustained no serious damage. The night watchman was in the house when it fell, but found safe refuge in the pit underneath the engine-tender. The wheel of the wind-mill on the eminence west of the city was completely destroyed. This wheel was nearly 100 feet in diameter. A large ice-house was blown to atoms. The cheese factory was so badly damaged as to be unfit for further use without repairs, and I am told that the Summer's accumulation of cheese must be removed. I do not know whether the disaster will occasion an interruption in the manufacture or not. The upper portion of the fronts of several buildings was blown off; trees and garden fences suffered severely, and chimneys and out-buildings were quite generally capsized. Some roofs were quite badly broken, and others damaged but little. There was neither rain nor hail. There seemed to be one current approaching the city from the south-west and another from the south-east, and when I first noticed these currents they were quite distant from each other, but they rapidly approached, converging directly upon the city. When apparently a mile away, there appeared midway between the two currents, and at a low elevation, a *light*, small at first, but gradually increasing, until it reached the size of an ordinary hogshead. Its base was parallel to the surface of the earth. The sides seemed to approach each other at an inclination of about thirty degrees. At the top of this cone, and apparently just separated from it, appeared a bright blaze, which shot toward the zenith in forked flames, I judge from ten to fifteen feet in height. The cone beneath the blaze seemed to revolve rapidly around an axis, vertical to the center of the earth. The brilliancy of this air fiend became constantly more intense as the currents approached each other, and its revolutions became proportionately more rapid, until in the shock caused by the collision, which occurred on Cedar-street, some fifty rods north of the public square—a terrible and deafening sound was heard, followed by a dispersion of some fifty fragments of electrical light, in apparently solid form. They were seen richocheting in every direction, approaching the earth and withdrawing from it in fantastic though appalling gyrations. The scene of this phenomenon was the region of the greatest disaster. The wind blew sharply, but did not do the damage. There was a fierce and terrible force in the air, not the air itself, which nothing could withstand. Single shingles were plucked from roofs. One picket was torn from the fence, while its fellows were unmoved. A single row of onions in a neighbor's garden were torn from the ground, and the others left to grow and ripen undisturbed. The foregoing facts furnish data upon which I base the following theory: The excessive heat of the two preceding days was such as to produce great disturbance in the atmosphere, and to give rise to the formation of strong aerial currents, which, after becoming complicated, rioted awhile in close combat, and then separated, perhaps by electrical force, formed again in different quarters—two strong channels of moving air emerging upon a common center. Approaching each other the space through which the electricity inherent in the air was diffused, became rapidly less, and still less, at the same time it would be carried along by its own adhesion to the moving mass of clouds. It thus became gradually condensed, and by its own motion, together with the constantly increasing pressure of the approaching currents, forming walls through which it could not break, and the friction caused by the mobility of its own particles upon themselves, intensified the heat until it became first luminous, then lambent, then concentrated in tangible form, and finally, yielding to the power of its own explosive force, burst asunder, forming numerous balls of concentrated fire, which dissolved and spent their fury on surrounding objects. Traces of this tornado are visible as far east as Lewiston, unattended, however, by any serious damage.

THE PHILADELPHIA FIRE.

A Large Sugar-Refinery and Several Other Buildings Destroyed—List of the Insurance Companies Responsible—A Heavy Loss—Several Firemen Injured.

Further particulars of the fire at Philadelphia on Tuesday night, received by mail and telegraph, show the loss to have been much greater than was at first anticipated. The Philadelphia *Press* says:

"Our city was visited last evening with one of the most destructive conflagrations which have exerted their devastating influence over our city for years. A noble building, the scene of industry and the center of capital, has been leveled to the ground in a few short hours by the fire fiend, and nothing now remains to mark the spot but tottering walls and a mass of smouldering rubbish.

THE SCENE OF THE FIRE.

The Pennsylvania Steam Sugar Refinery, standing at the corner of Crown and Race streets, is one of the oldest as it is one of the largest manufactories of sugar in the city. For fifty years it has stood a lasting monument of busy industry, affording honorable occupation to hundreds, and employing in its operations immense amounts of capital and labor. The building was a magnificent structure, 150 by 190 feet in dimensions, standing five stories in height on Race-street and seven on Crown. The lower portion of the corner of Crown and Race streets was used as an office. The rest of the immense building was used in the manufacture of sugar from the crude material, and in the storage of the article thus produced. On Race-street, immediately to the east of the office, is an arched way leading to the boilers, and also used for the cartage of the manufactured sugar. At this point, about 7¼ o'clock last evening, the fire originated, it is supposed, in a lot of wood lying behind the furnaces. The flames soon spread throughout the entire structure, and in less than a quarter of an hour the flames were belching from every window in a manner defying description, and attracting to the spot thousands of people. At 9 o'clock the fire in the refinery was well under control. A fire so astonishingly rapid in its strides and all-embracing in its destruction has never been witnessed in our city, and could scarcely be credited were the facts not as stated.

THE REFINERY.

The building, as above described, is a total loss, nothing being saved but the more valuable papers and accounts. The working hands of the establishment have been, all told, 160. Twenty-five of these were in the building, employed at night work and in service as watchmen and the like, at the time that the conflagration broke out. A number of them were in the fifth story, and made their escape from this height with extreme difficulty. The establishment was in full blast up to the time of the breaking out of the fire, the business season being at its height, and there being a full stock in the building of manufactured material and that in progress of manufacture. The establishment was owned entirely by its occupants, NEWHALL, BORIE & CO., composed of the following members: GILBERT H. NEWHALL, FREDERICK C. NEWHALL, H. L. NEWHALL and JOHN BORIE. The building, including the machinery, was valued at $500,000. The stock on hand, crude and manufactured, was valued in addition at $400,000.

Upon the entire loss there is an insurance of $800,000 in various companies. There were ten boilers in the lower story, of the manufacture of HARRISON and WEIGAND respectively, and well known as safety boilers of the most approved construction. The building was purchased by the firm some fifteen years ago, since which time it has been in constant operation. The firm were just putting in a lot of fine machinery, which of course is a total loss.

THE SURROUNDING PROPERTY.

The large brick building at the northwest corner of Fourth and Race-streets, was at one time in imminent danger from the flames, but by a number of well-directed ttreams came off with but slight damage by fire, although the loss by water to the various occupants of the structure, was very heavy. The first floor of No. 202 was occupied by the United States Paint Works, under the firm of WILLIAM WATERALL & Co. This firm escaped with but slight damage and that by water. No. 204 is occupied by IGNATZ KOHLER, as a German publishing-house and book-store. This gentleman also occupies the second floor. The water was commencing to drip through at the time we left, and the loss by this destructive element cannot be computed until the extent of the damage is seen. No. 206 is occupied by BAMBERGER & ELLERMAN, liquor dealers. Their damage by fire and water is considerable. The Insurance Patrol were early at work here and rendered efficient aid in saving much valuable property from destruction. No. 208 is occupied by ALTEMUS & CO., book-binders and dealers in stationery, who carried on their business in the store on the first floor, and in the fourth and fifth stories. Their loss by fire and water will amount to $10,000, which is fully covered by insurance. No. 214 is occupied by MICHAEL DALY for the manufacture and sale of matches. The loss by water is naturally very heavy, upon which there is no insurance. No. 216 is occupied by TEAL & BROTHER in the manufacture and sale of furniture. The back of the building was destroyed, entailing a loss of $3,000. Insured in the Fire Association and the Franklin. No. 218 is occupied by C. H. BEITTERSDORF for the sale of cutlery. The back building was slightly damaged by fire. Loss, $200.

The bakery of CHARLES CHRISTIAN, No. 220, was slightly injured by sparks falling on the roof. No. 222, occupied by HENRY EGGLING; No. 226, Miss ECKSTEIN; No. 228, Mr. SWARTZ; No. 232, FREDERICK BRECHT; No. 230, Mr. STONE, were also damaged by their roofs taking fire, and by water. A number of other houses in the vicinity also suffered more or less from the same causes. On Crown-street, the dwelling occupied by Mr. CAMPBELL, at No. 215, immediately adjoining the sugar refinery, suffered heavily by water. Dwelling No. 217, occupied by BRYAN FOX, and the large saw-mill, owned by the same person, at Nos. 219, 221, 223,225 and 227 Crown-street, suffered in the same way."

[By Telegraph.]

THE INSURANCES.

The following are the insurances on the property destroyed: In New-York offices—Home, $40,500; Lorillard and Excelsior, $10,000 each, and $5,000 in the following offices: Lamar, Security, Humboldt, Hanover, Germania, New-Amsterdam, Atlantic, Tradesmen's, Importers' and Traders', Empire City, Irving, Globe, Astor, Firemen's, Etna, Guardian, Commonwealth, Metropolitan, American Fire, Niagara, Commercial, Manhattan, Columbia, Republic, Corn Exchange, Phœnix and International, Hartford companies; North America, $5,000; Putnam, $10,000; Hartford, $16,000, Boston companies; Independent, $10,000, and in the following $5,000 each: National and Hide and Leather. In English companies—The Queen, $15,000; Liverpool, London and Globe, $15,000; North British, $20,000; Imperial, $5,000. The insurances in this city were comparatively small.

THE PERSONS INJURED.

No firemen were killed, as previously reported. The following were injured: WM. H. COOK, of Morris Hose Company; SAMUEL GELPIN, of Neptune Hose Company; WM. H. MYERS, of Washington Hose Company; LEWIS LAWS, and four others. Two thousand seven hundred and forty hogsheads of sugar, raw and refined, were destroyed. The *Ledger* estimates the loss at $900,000, and the insurance at $800,000.

THE TOTAL AMOUNT.

The total amount of insurance on the refinery burnt out last night, was $350,000 on the stock, $220,000 on the machinery and $130,000 on the buildings; total, $700,000. The amount of the loss was $800,000.

Large Fire at Philadelphia—Destruction of a Woolen Mill—Loss About $60,000—Insurance $24,000.

From the Philadelphia Telegraph, July 26.

At 7:16 o'clock this morning an alarm of fire was sounded from Box No. 238, located in the Good Will Hose-house, Wood-street, below Twenty-third. The firemen responding with alacrity found the woolen mill of JOHN DEARIE, situated on Linn-street, between Twenty-third and Twenty-fourth, wrapped in flames. Owing to the nature of the contents, the heat evolved was almost insufferable; nevertheless the members of the various companies worked like Trojans to check the progress of the flames. Their efforts, however, were unavailing, and in the space of about one hour the place was a complete wreck. The property destroyed was a four-story stone building, rough cast, forty-five by eighty feet, and was filled with the latest and most approved machinery. The firm employed, on an average, over two hundred hands. These had all gathered for their daily labor, when, at a few minutes after 7 o'clock, the alarm was given that the building was on fire, and the next seen was the flames bursting forth. The fire originated in the picker-room, situated in the northeast corner of the third story of the building. The room was separated from the other apartments by an iron door. In the place at the time were one workman and two boys, who attempted to extinguish the flames by means of patent fire-extinguishers, but were unsuccessful. Word was then communicated to the engineer, who made use of a steam apparatus, but with no other effect than driving the workman and boys from the room, the dense volume of steam being too overpowering. Unfortunately, they had not time to close the iron door mentioned above, and the consequence was that the fire soon spread. The loss sustained will not fall short of $60,000, upon which there are the following insurances:

ON BUILDING.	
Queen, of London	$2,000
Republic, of Chicago	1,500
ON MACHINERY.	
Albany City	$2,500
Merchants', of Providence	2,500
Merchants', of Chicago	500
Queen, of London	500
Williamsburg City	2,000
State, of Cleveland	2,000
United States, of New-York	2,000
Tradesmen's, of New-York	3,000
Merchants', of Providence	750
People's, of Massachusetts	500
ON STOCK.	
Republic, of Chicago	$1,250
Queen, of London	1,250
Merchants', of Providence	700
Merchants', of Chicago	1,000
Total	$24,000

The Galena, Ill., Poisoning Case—Another of Mrs. Hoffman's Victims Dead.

The Galena *Gazette* says: "We mentioned, a few days ago, the death of Mrs. WENZEL, better known as 'Mrs. Hoffman,' who committed suicide by poisoning. We also stated that there was little doubt that he had previously poisoned her step-daughter to death, and had made attempts on the life of her husband, who was lying ill at the time of her death. More light has since been thrown upon the case by the death of her husband, Mr. JOHN WENZEL, which took place at his residence, near this city, last Tuesday evening. Dr. A. WEIRICH, Jr. who attended him, informs us that Mr. WENZEL unquestionably died from the effects of poison. The circumstances, some of which we have previously related, are as follows: Mrs. HOFFMAN, a widow of bad repute, who had buried two husbands, was married four months ago to Mr. WENZEL. She soon took a bitter dislike to WENZEL'S little daughter, about eight years old, who was living with them, and some two months ago the child died, evidently from the effects of poison. After the death of the child the woman manifested a bitter hatred for her husband, and the couple lived together wretchedly unhappy. WENZEL told his former partner in the mining business that she was making his life miserable, and he very much regretted that he had married her. About six weeks ago, WENZEL, who had hardly seen a sick day before, was ill taken very ill with purging, vomiting and cramps in the stomach, exhibiting all the symptoms of poisoning. As his wife showed him but little attention during his sickness, she was told by a neighbor that she had better doctor the old man up' and get him well, for if he died she would be arrested for poisoning him. He continued ill, however, and expressed the belief that his wife had given him poison. He showed to the neighbors the cup from which he drank, on the sides of which were grains of white powder, doubtless strychnine. These revelations apparently troubled Mrs WENZEL, and she was soon taken with symptoms similar to those exhibited by her husband. When visited by the physician, she seemed reluctant to take medicine, and expressed a desire to die. She partially recovered, however. On the 11th inst., she was again taken in the same manner, and died that night. The paper of strychnine, which was afterwards found, partially burned, left no doubt that she died from a dose of poison, administered by herself. Mr. WENZEL lingered eight days after her death, apparently dying from the effects of poison in the system, and finally expired on Tuesday evening. His body was very much swollen. The large dose which the woman administered produced vomiting and purging, and it is doubtless owing to this fact that the victims survived the first attack. Thus this fiend in human form poisoned a step-daughter, a husband and herself. It is now stated by those who are acquainted with the circumstance of the death of her other two husbands, that their symptoms were similar to those of the last one, and it is believed they were poisoned. We doubt if another such female poisoner has lived since the days of LUCRETIA BORGIA."

Sad Result of Intemperance—A Husband and Wife Die on the Same Night.

From the Philadelphia Telegraph, July 26.

Two deaths occurred early this morning under suspicious circumstances, in a tenement-house in the southern part of the city. A man and his wife were both found dead in their own room, with no apparent cause for the occurrence, they having been seen in apparently good health on the evening previous. The man's name was JOHN GALLAGHER. He was an Irishman, and did not do anything in particular for a living, having lost one of his hands. His wife was a hard-working woman, and has generally borne the reputation of being temperate. She worked out by the day, did washing, cleaning and the like, and supported her husband. They lived in one small room on the back of the third floor of No. 609 Swanson-street, in the Third Ward. A little girl living on the premises states that GALLAGHER was seen at the front door last evening in good health, but some of the other occupants of the building say that he was about the house, but was not well, being overcome with the exertion of removing their household effects on last Thursday, when they moved into the present quarters, after being turned out of a house near Water and Dock streets. This possible sickness might show cause for the death of the man, but the fact that both the man and the woman were found dead at nearly the same time cannot so easily be accounted for. The woman was known to be in good health, strong and hearty, and without complaint. Officer MCCULLOUGH, in whose beat the house is situated, was informed early this morning that the deaths had taken place, and visited the spot.

He found the man lying dead on the bed in their third-story room, and the woman dead on the floor, facing in the other direction from the man. A small tin kettle, partly filled with whisky, was found on a trunk near the bed. The officer immediately gave orders that nothing was to be disturbed, and telegraphed to the Coroner to hold an inquest. No marks of violence were found on either of the bodies, but some time after death had taken place, they turned a dark yellow color. This, taken together with the fact of the whisky being found in the room, and the statement of a neighbor, leads to the belief that the parties died from the effects of excessive intemperance. The neighbor's statement referred to is that of a woman living in the third story front of the same house, who says that GALLAGHER and his wife were cutting up high, and making a great noise during the night, and that this uproar only ceased with the coming of morning. If this statement be true, the two undoubtedly participated in a heavy spree in the night, from the effects of which they died this morning.

A Boston Lawyer in Trouble—Charge of Malfeasance.

From the Boston Herald, July 25.

As the criminal session of the Supreme Court was about to adjourn, on Saturday, Mr. MAY, the District-Attorney, addressed the Court (Judge WILKINSON) upon a matter which had come to his knowledge, and which he considered his duty, in his official capacity, to lay before the Court. Among the prisoners that had been disposed of at the present term was one JOHN A. WILLIAMS, indicted for bezzlement, for whom JAMES J. WRIGHT, a member of the Suffolk Bar, appeared as counsel. He held in his hand, certain letters which Mr. WRIGHT had written to WILLIAMS' father, in one of which was a request for money, accompanied with the intimation that it was wanted for the purpose of buying off Government witnesses. Another letter contained a statement drawn up by Mr. WRIGHT, and amounting to a confession of being alone the guilty party, to which statement Mr. WRIGHT requested the father to procure some person to append a signature, no matter whether or not it was real or fictitious, but to have some signature to the statement, so that it could be used in Court for the benefit of the son. These and other facts connected with the case, the attorney said, he felt that his duty required him to present, and ask the Court to issue an order to Mr. WRIGHT, requiring him to appear and show cause why his name should not be stricken from the roll of members of the bar. The Court directed the attorney to put his motion and the facts in writing, and an order would issue in accordance with the request. This is not the first instance of this kind of practice, which has been in vogue for the past year, and the District-Attorney deserves especial credit for his action in the premises.

Sale of Scranton Coal—High Prices.

The regular monthly sale of coal from the Lackawanna Valley was held yesterday, by JOHN H. DRAPER & CO., at No. 26 Exchange-place. The attendance was pretty large, but the bidding was very dull. 80,000 tons were disposed of, as follows:

	Tons.	Price.
Lump	12,000	$4 20@$4 37½
Steam-boat	10,000	4 25@ ..
Grate	16,000	4 87@ 4 95
Egg	10,000	5 00@ 5 02½
Stove	20,000	5 50@ 5 62½
Chestnut	12,000	4 40@ 4 50

Comparing with the prices of last month as follows:

	Tons.	Price.
Lump	11,000	$4 00@$4 07½
Steam-boat	12,000	4 15@ ..
Grate	15,000	4 57@ 4 67½
Egg	10,000	4 65@ 4 70
Stove	20,000	5 10@ 5 25
Chestnut	12,000	4 20@ 4 35

Showing an average increase in lump of 25 cents per ton, in grate 29½ cents, in egg of 33½ cents, in stove of 38¼ cents, and in chestnut of 12½ cents.

A NOBLE WORK.

The German Young Men's Christian Association—Its Purposes and its Needs.

The German Young Men's Christian Association was organized in this City some twenty years ago, its object being that of gathering into their organization and under the influence of the Christian religion, German young men, who compose a large portion of the population of the City of New-York, and who, in the absence of all provision for the proprieties of better life, frequent the drinking restaurants, lager saloons and other places of ruinous tendencies. While working in harmony with the Young Men's Christian Association, it is nevertheless an entirely separate organization, and confines its labors entirely to the German population. The field of labor is by no means a narrow one, as will be readily understood, and the importance of the work is well set forth in a circular which has just been issued by the Association.

The work is deemed important in several particulars. "It is important to society, that a large number of young men, many of whom are educated, intelligent and well disposed, should be rescued from the danger to which they are exposed in the loss of character and health by the pursuit of reckless, dissolute and vicious habits, breaking down well-developed and robust constitutions, thereby rendering life a punishment rather than a blessing from God. In many cases there is every prospect that the subject will be thrown upon the community for support. Drinking restaurants, lager saloons and such like places are inevitable drains by which property, character and life are drawn from their victims. It is important to the City, and to every good citizen, that so large a proportion of the younger part of the population should be saved from the demoralization which they are bringing upon themselves, and in which they must become an annoyance and even a terror to worthy citizenship, and when reduced to absolute want, an inevitable condition of their history, must become, in many cases, a prolonged expense to the City in providing the means of their support. All this, together with the loss of the soul in perdition, the drinking restaurants, lager saloons, rum shops and other places of vicious resort will constantly accomplish, unless such counteracting agencies as are herein proposed be introduced to prevent."

In order to accomplish this work effectually, it is intended:

1. That the members of the Association and Committee shall search out the persons needing the services contemplated and assist in having them provided with proper boarding-houses, and cause them to be introduced into better classes of society than those now known to them.
2. The young men thus sought after are to be introduced to the meetings of the Association and Committee, and encouraged to attend them. They are to be permitted to take such active part in the business and other meetings as may be desirable, and to render themselves in every way as useful as possible to themselves and others.
3. In the accomplishment of this object, it is necessary that the Association and Committee provide such means of friendly intercourse and enjoyment as may afford opportunities to the young men of spending their evenings pleasantly and profitably.
4. Such religious and other meetings will be held at the rooms of the Association and elsewhere, as may present opportunities for the reading and study of proper standard works on every religious, popular, practical, scientific and literary subject; of attending lectures, and engaging personally in all pursuits that may afford the means of improvement for the mind and heart; in ever encouraging the pursuit of religious life.
5. The several Churches of the City will be represented by delegates in the Association and Committee. By these delegates the members of the Association and Committee in general will be assisted in securing the attendance of the young men upon the meetings, with the purpose of their being introduced by them into their respective Churches.

In the main, therefore, the German Young Men's Christian Association has in view the same objects as the other branches of the Association and seeks their accomplishment in the same way. The present rooms of the Association are at No. 69 Ludlow-street, where, in addition to an audience-room and a reading-room, is located a boarding-house where young men are furnished good substantial board and comfortable lodgings at a moderate price. The Association is also engaged in making arrangements for the reception of emigrants as soon as they arrive in this City, to provide them with homes here or on the Government lands in the West. But, as the work is great, so also are the needs of the Association correspondingly great. Their wants are set forth in the circular alluded to as follows:

1. For money to the amount of $200,000.
2. For such donations of the line and domestic arts as they may be willing to contribute to the object.
3. For donations of books, pamphlets, magazines and periodicals of every proper variety and character. There are in the houses of all the professional and business gentlemen of New-York many such articles as are needed by the institution, and which may well be spared for the purpose here presented. Much that is now useless lumber in attics, &c., of private and other buildings, may be rendered useful in the best possible way, by their application to the redemption of the already fallen, the falling, and to the safety of such as may be yet untarnished of the German young men of our population.
4. By means of fairs, festivals, lectures, sermons, &c., the Association will call upon the citizens of New-York for aid as it may be needed in the great enterprise.

The Committee, of which J. N. McTilton is Chairman, appeal to the public for assistance in carrying on their great and noble work.

MATED, NOT MARRIED.

The La Forge Seduction—Adjournment of the Examination.

In the TIMES of yesterday was published in full the facts relating to the alleged seduction of EMMA FRANCES LA FORGE by DEMETRIUS GUSTAVUS SCHOFIELD, a married man, and formerly a Wall-street broker. The father of the girl, GARRETT F. LA FORGE, of No. 79 Cannon-street, alleging that his daughter was concealed and restrained of her liberty by her alleged seducer, sued out a writ of habeas corpus, which was returnable before Judge BRADY, at Supreme Court, Chambers, yesterday. Mr. J. STERLING SMITH, representing the firm of BROWN, HALL & VANDERPOEL, appeared on behalf of SCHOFIELD, and made return to the writ that the body of Miss LA FORGE was not in his possession, nor did he exercise any control over her, as alleged in the petition, and it was therefore out of his power to produce her before the Court, as commanded by the writ. H. E. FARNSWORTH, who appeared for the petitioner, announced that he would traverse the return; and as it would be necessary to take testimony on the issue raised, he had agreed with opposing counsel to have a day fixed when they could proceed to take such testimony. Judge BRADY thereupon adjourned the hearing until Wednesday next, the 3d of August, when the respective parties will proceed with the examination of witnesses in the case. It is understood that the ground will be taken by Mr. FARNSWORTH, on behalf of the father of the girl, that even admitting that SCHOFIELD does not exercise physical restraint over her, he, nevertheless, exercises such a moral restraint (immoral restraint perhaps) over her mind and will as to prevent her (she being a minor) from returning to her home, and in this respect is amenable to the authority of the Court.

Eclipse of the Sun.

It was announced by astronomers that on Wednesday, July 27, 1870, "the moon being in the sign of Gemini, would pass over the face of the sun, producing an eclipse visible in the north polar regions, being the fifth eclipse of 1870." Notwithstanding the importance of the announcement, and the agreeable locality selected from which to view the celestial occurrence, the amount of travel toward the polar region was not sensibly increased, and details as to the progress of the eclipse and its success or failure are not anticipated. It is safe, however, to announce that the affair occurred with its usual lack of *éclat;* that the chickens of that region retired early, that smoked glass was in great demand, and that a "prominent scientific gentleman" made observations from the very apex of the conveniently located pole. While congratulating the moon on her safe delivery from anything like the "sign of Gemini," it is a matter of regret that this is the last time that luminary will "pass over the face of the sun" until January the 6th, 1871. As to the question whether the eclipse had anything to do with the sudden change in the weather, that matter is left for settlement to the gentlemen engaged in propounding theories with reference to the spots on the sun.

Recruits for the Prussian Army.

The office of the Prussian Consul in this City is daily besieged by Germans who owe service to the mother country, and are anxious to redeem their pledge by hastening home in time to enter the ranks with their late comrades. Notwithstanding the recent assertion of the Consul that none but those who were on leave of absence would be accepted, and that no volunteers would be taken under any circumstances, there are mingled in the throng hundreds of men who are simply volunteers and nothing more—who are out of work and would be glad of an opportunity to return to Germany even at the risk of leaving their bones there. The men who have been accepted number about six hundred already, and arrangements have been made to forward them on vessels bound to Antwerp, which will sail in a few days. The names of the vessels are withheld at the request of the Consul, for fear that French cruisers may interfere with them.

EXTRAORDINARY INFANTICIDE.

A Female Child Murdered and Thrown Out of a Window—Theory of the Police.

At an early hour yesterday morning information was conveyed to Sergt. LOWERY, of the Twentieth Precinct Police, that the dead body of a female infant was lying on the top of the grape-vine arbor in the rear of No. 246 West Thirty-seventh-street. He immediately dispatched Roundsman SUTTIE to the place, in order that he might investigate the case, secure the body, and, if possible, find out who were the parents of the dead infant. The roundsman soon arrived at the house, and found the body in the position described by the informant. It then became necessary to ascertain how it came there and by whom, and in order to do this the officer first began to examine the infant's remains. He found a cord tied tightly round the little neck, and it soon became evident that the child had died from strangulation. This discovery added much to the interest of the case, and keeping the fact to himself, the roundsman began to make inquiries at No. 246, whether or not any of the females had recently been sick. It was, however, soon evident that so far as that house was concerned, no clue to the mystery of the murder could be obtained, as all the females residing therein bore evidence in their faces of perfect health. The officer, therefore, proceeded to the roof and began to take observations by looking over the rear edge of the premises, and in the direction of the adjoining and opposite houses.

For a few minutes the roundsman could not find any clew to the mystery; but finally his eye rested on the window-sill of one of the upper stories of the adjoining house, No. 248, upon which, he thought, could be detected traces of blood. Being desirous of ascertaining if his surmises were correct, the officer resolved to visit that house, notwithstanding the fact that he had learned from the residents of No. 246 that their neighbors were very respectable citizens—being the family of CHARLES COWTAN, a gentleman well known in the Twentieth Ward.

Upon arriving at the front entrance of Mr. COWTAN'S residence the officer was met at the door by Mrs. COWTAN, of whom he inquired whether or not any of the family had been recently sick, giving as his reason for so inquiring that the recent heavy mortality in the City had rendered the investigation necessary. Mrs. COWTAN replied that all were well except her daughter, ESTHER E., who lay dangerously sick on the third floor from bleeding at the lungs. The officer thought it necessary to visit the sick room, and also other parts of the premises. In the bath-room he found traces of blood, and also on the threshhold of the door of Miss COWTAN'S room. He also examined the window-sill, and found that the marks were really those of blood, as he had surmised while on the roof. He therefore felt confident that the clue to the mystery had been found, and that from the window of that room the infant's body had been thrown. With these facts, as he believed thoroughly obtained, the officer took the body of the infant and proceeded to the West Thirty-fifth-street Police Station, where he reported the result of his investigations. After a consultation, both Sergt. LOWERY and Roundsman SUTTEE expressed a belief that ESTHER E. COWTAN had given birth to a child; that either she or some one with her had strangled the infant and had then thrown the body out of the window. The Sergeant, therefore, resolved to place the house under surveillance until the truth could be found out, and Surgeon ARMSTRONG was requested to visit the family for the purpose of verifying the belief. The doctor soon became convinced that Miss COWTAN had recently given birth to a child. He also saw that the woman was in a very weak and exhausted condition, and was completely delirious from some cause. It became a settled conviction in his mind that she could not possibly recover, but at the same time it was necessary that the Coroner should take some action in the matter. Coroner ROLLINS was therefore summoned, and the house placed in the charge of an officer until that official should have made his investigations.

Miss COWTAN is about twenty-five years of age, and was formerly employed in STEWART'S dry-goods store. She, however, left that employment about four or five months ago, and has since been working around the house. On Tuesday last she was seen at work with a sewing-machine—consequently, it was not suspected in the family that she was likely soon to become a mother. Whether or not Mrs. COWTAN was aware of this fact, will doubtless not be ascertained until after the Coroner's inquest.

The father of the suspected murderess is a very respectable gentleman, and her brother was formerly an officer in the army. It is not even suspected that they, or either of them, have been mixed up in this distressing affair.

POLICE TRIALS.

Operations of the General Roundsmen—Trouble Among Patrolmen—A Question of Intoxication.

Commissioner BRENNAN was called upon, yesterday, to dispose of a heavy calendar of fifty-three cases, as a consequence of the activity of the general roundsmen in detecting petty derelictions, and many of them were of such very flimsy character that they were dismissed with no more serious result to the offender than a reprimand. An example of these trivial cases was that of SAMUEL JACKSON, of the Twenty-sixth Precinct, who was charged by Roundsman MELLY with sitting down while on post on Pier No. 8 North River. In answer JACKSON said that he had an early boat at 5 o'clock and had to stay on the pier continuously until 6 o'clock P. M.; during that tour of thirteen hours he was compelled to sit down when there was nothing to do, as it was beyond the physical powers of any man to keep on his feet all that time. The complaint was dismissed, but the Commissioner requested the accused to be more careful, from which it may be inferred that it is required of the men to perform the feat of keeping on their feet for thirteen hours. Some of the charges of the general roundsmen were a little better than this, but they had generally so little foundation that nine of them resulted in a reprimand only, and the highest penalty inflicted in any of them was a fine of two days' pay.

SAMUEL CAMPBELL, Twentieth Precinct, was charged with improper conduct by EDWARD MURPHY, patrolman of the Twenty-second Precinct, who stated that he was off duty at home and standing in the street, at the corner of Tenth-avenue and Forty-second-street, when his brother, ALLEN MURPHY, came up, and CAMPBELL approaching seized ALLEN and gave him a push which sent him for some feet, nearly knocking him down, at the same time saying that he would take them all in unless they got away from the corner. At this moment EDWARD MURPHY announced himself as an officer, and angry words ensued between them, which ended in Officer MURPHY'S offering to go to the Station-house where all went, and CAMPBELL made his statement, and MURPHY attempting to give an explanation, Capt. CAFFREY cut him short with the remark that he didn't believe a word he said. Finally the Captain discharged MURPHY, and the matter being subsequently called to the attention of Superintendent JOURDAN, that officer ordered a complaint to be made against CAMPBELL. The case was adjourned until Friday for further testimony.

MICHAEL CAHILL, of the Fifteenth Precinct, was charged by a citizen named WM. BREEN with neglect of duty, in refusing to arrest two drunken men, who were acting in a disorderly manner in Sixth-avenue, on Sunday, the 10th inst. He testified that the two men shook hands with several persons, and finally both fell down, but could not say that CAHILL saw anything of this. The accused stated that he did not see either of the men fall or do anything disorderly, and when he first saw them they were near their own houses, and walking steadily enough toward them. The two men alleged to have been drunk were then produced, and proved to be JOHN K. MORTIMER, the well-known actor, and a gentleman named GILLETTE, both of whom testified that they were not conscious of having done anything to justify their arrest. Mr. MORTIMER had shaken hands with several persons as he went along, but they were all personal friends, and the two friends had indulged in an amicable scuffle, during which both had fallen, but this was not in the view of the officer. CAHILL added that when he had been asked to arrest the two men, and had refused, BREEN had laid down the law to him that, when any person showed signs of liquor in the street, he must be arrested and made to tell where he got his liquor, so that the seller might be prosecuted for violation of the Excise law. CAHILL was sustained in his refusal to act upon this novel construction of the law by the dismissal of the complaint against him.

Sons of Temperance—Quarterly Session of the Grand Division of Eastern New-York.

The Grand Division Sons of Temperance, of Eastern New-York, held its quarterly session yesterday at Patchogue, L. I. At 10 o'clock A. M. the Grand Body convened in the Congregational Church, and was called to order by the Grand Worthy Patriarch, Rev. STEPHEN MERRITT, Jr. At the conclusion of the formal opening exercises forty-two new delegates were introduced and duly obligated.

The Grand Worthy Patriarch then read his report, in which, after dilating upon the success achieved in the last quarter, he stated that "a transformation is taking place in the hearts and minds of the community; a revolution is in progress that will overturn the existing order of things in our political system." The report closed with an appeal to the Order to cultivate the field and spread the principles of total abstinence broadcast, preaching them in the pulpit, on the rostrum, at the fireside, and in the political forum.

The report of the Grand Scribe, E. H. HOPKINS, contained the following statistical statement: Number of male members, 16,240; female members, 7,066; new members initiated during the quarter, 2,886; deaths, 27; new divisions, 12; the charters of six divisions have been surrendered. Receipts for the quarter, $1,994. These reports were referred to Committees. A recess was here taken till 2 o'clock P. M.

On reassembling the report of the Grand Treasurer, A. P. HIGGINS, was presented, and showed a flattering condition of the finances. It was referred to the Finance Committee. The afternoon session was devoted to hearing reports of appeals and other routine business.

This session was very largely attended, and the delegates met with a hearty reception at the hands of their brethren of Patchogue. There was a public meeting at the Methodist Episcopal Church of Patchogue, on the evening prior to the session, at which addresses were delivered by distinguished members of the Order, the church being filled to repletion. Much enthusiasm was manifested through the proceedings, which terminated at 10 o'clock, when those who could not be entertained at the hotels were furnished with tents, which were placed on a level field, and formed a complete encampment.

THE HARTMAN HOMICIDE.

Disagreement of the Jury—The Prisoner Admitted to Bail.

The jury who retired at 6 o'clock on Tuesday evening to deliberate on a verdict in the case of DENNIS MCGROTTY, indicted for the murder of ROBERT HARTMAN at Lafayette, Jersey City, reported at 10 o'clock yesterday morning after being out sixteen hours. The foreman told Judge BEDLE that there was no probability of their agreeing. The Court, while recognizing the importance of keeping the jury together so long as there was the remotest chance of their becoming unanimous, decided to discharge them for the term. Before MCGROTTY was remanded to jail, Mr. ABBOTT, his counsel, stated to the Court that as the jury could not convict of murder in the first degree, and as the offense was not, therefore, a capital one, he hoped the prisoner would be admitted to bail, in order to give him a chance of preparing his defense by securing other witnesses who are only known to the accused by sight, and could not therefore be secured while MCGROTTY remained in jail. The Court fixed the bail at $6,000, and MCGROTTY was remanded till security to that amount is obtained, which will be, probably, in a week.

BASE-BALL.

A Fine Contest at Tremont—Unions vs. Haymakers—The Unions Victorious.

Yesterday the Haymakers, of Troy, came down the river to have a trial of skill with their old opponents, the Unions, of Morrisania, and as both Clubs had but lately reorganized their nines, it was not generally expected that the game between them would be worth witnessing; but as it happened, the contest proved to be one of the best played and most exciting games occurring at Tremont this season, and a well-earned victory for the new Union nine. The game opened favorably for the Trojans, by a score of 2 to 1, but in the second innings the Unions obtained the lead. In the next two innings, however, they were "Chicagoed," and as the Haymakers added 6 to their score, the lead again changed hands. In the fifth inning the Unions batted for 5 runs and from that time to the close maintained their vantage ground, and finally came in the victors by a score of 12 to 10, the last innings of the game being quite exciting, as the Haymakers had two men on the bases when their last man was put out. Some very fine play was shown on both sides, the out field and third base positions of the Union field being admirably played, while on the other side the catcher and left fielder bore off the palm. In batting, GEDNEY and SHELLY took the lead on the Union side, and KING and YORK leading on the other side. This auspicious inauguration of the new management of the Union nine will doubtless inspire them with renewed energy. We give the score of bases on hits, and players put out, below.

UNION.	1st B.	T. B.	P. O.	HAYMAKER.	1st B.	T. B.	P. O.
Higham, 2d b.	2	1	3	Dick, 2d b.	2	2	3
Bearman, 1st b.	0	0	4	York, c. f.	3	5	1
Pabor, p.	2	1	0	Fisher, 1st b.	1	1	12
Shedy, r. f.	3	4	4	Flowers, s. s.	2	2	0
Birdsall, c.	1	3	4	King, l. f.	4	4	3
Holdsworth, 3 b	1	2	4	Bellan, 3d b.	0	0	0
Austin, c. f.	2	3	3	Foran, r. f.	1	1	2
Kenny, s. s.	1	2	2	Megray, c.	2	2	5
Gedney, l. f.	4	8	5	McMullen, p.	1	1	1
Total	17	24	27	Total	16	18	27

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
Union	1	5	0	0	5	0	0	0	1	—12
Haymaker	2	0	2	4	0	1	0	0	1	—10

Umpire—Mr. WILDEY, of the Mutual Club.

Time of Game—Two hours and five minutes.

The Eckfords play the Irvings today on the Union Grounds, and to-morrow the Pastimes of Baltimore play the Atlantics on the Capitoline Grounds.

Cricket—New-York vs. St. George.

The first match this season between the second elevens of the New-York and St. George Clubs will take place today on the New-York Grounds, foot of Ninth-street, Hoboken. Wickets will be pitched at 10 A. M. precisely, as it is desirable to play the full game out. The New-Yorkers will play Higham, Irvin, Tyler, Smith, Gibson, Kerr, Beach, Smith, Jr., Hayward, Robinson, Cooke, Padden, &c. The St. George will play Browning, Butterfield, Mumford, Brown, Stead, Hill, Talbott, Gisborne, Rolin, &c.

The Morris and Essex Railroad and Coroner Burns.

It is stated on good authority that Mr. SCHOCH, the Superintendent of the Morris and Essex Railroad, and Mr. MERFORD, the train-dispatcher at Hoboken, will commence proceedings against Coroner BURNS, of Jersey City, who, it will be remembered, caused their arrest some time since, for refusing to testify in a case over which they claim the Coroner had no jurisdiction. The case alluded to was that of REGAN, who was struck by a train at the Bergen Tunnel and carried to Newark, where he died, and a certificate of burial was given by Dr. DODD, County Physician.

LAW REPORTS.

COURT CALENDARS—THIS DAY.

SUPREME COURT—CHAMBERS.

Held by Brady, J. Calendar called at 12 M.

Nos.
28—Erie Railroad Co. vs. Drew.
42—Graves vs. Battershall.

Nos.
59—Orser vs. Glenville Woollen Co.
63—Same vs. Same.
132—Ely vs. Mercantile Loan and Warehouse Co.

DECISIONS.

SUPREME COURT—CHAMBERS—JULY 27.

By Judge Brady.

A HEAVY SUIT.

Cheever vs. *Ackerman.*—This is an action for an accounting of the assets of the Phœnix Rubber Company, involving over $800,000. The defendants now move to have the case sent to the United States Court, on the ground, as sworn to by each of them, that owing to prejudice or local influences, they cannot get justice in the State Court. One of the defendants, Ackerman, is already under bond for $100,000. In filing the notice of transfer under the statute, the defendants filed a bond in the sum of $1,000. Judge BRADY, while holding that, under the act of Congress, the defendants being residents of another State, have a right to judge of the necessity of removing the case to the United States Court, maintains that this Court has the right to regulate the amount of the bond to be filed on such removal. He therefore grants the motion, on defendants filing a bond in the sum of $50,000.

COMMON PLEAS—SPECIAL TERM—JULY 27.

By Judge Larremore.

Barnard *vs.* Ferris; motion granted.

Fear *vs.* Meyer; proceedings dismissed on payment by defendant to plaintiff's attorney of $5 costs.

In the matter of the petition of Harris Levy for his appointment as guardian, &c.; motion denied.

When *vs.* Thompson; motion for receiver granted.

Keystone Slate Company *vs.* Brandt; motion denied without costs.

Hoffman *vs.* Brandt; motion to vacate order of arrest granted, with $10 costs of motion.

SUPREME COURT—CHAMBERS—JULY 27.

Before Judge Brady.

IMPERFECT COMMITMENT.

In rel. John Bryson.—The petitioner in this case, John Bryson, aged about twelve, was convicted of till-tapping, before the Court of Special Sessions, and committed for six months. His discharge was moved for by Mr. Hummel, on the ground that the commitment was defective, in that it recited upon its face that the prisoner was imprisoned for six months under charge of the Commissioners of Charities and Correction, to await examination. Judge BRADY held that a commitment for such a term to await examination was without authority, unless it appeared that witnesses in the case lived at such a distance as to require the unusual detention called for.

Mr. George W. Blunt suggested that instead of a commitment pending examination, there had been an actual conviction; but the Court not being at liberty to go behind the face of the commitment, discharged the boy, after having made inquiry as to his previous character.

FINANCIAL AFFAIRS.

Sales at the Stock Exchange—JULY 27.

FIRST BOARD—10¼ A. M.

$250,000 U. S. 5-20 C., '67 108	50 N. Y. Cen. & H. R. 91
20,000 do. 107⅞	100 do. 90⅞
40,000 do. 108	100 do. b. c. 90⅝
1,000 U. S. 5-20 C., '65, n. 107¾	300 do. 90⅜
1,000 U. S. 5s 10-40, r. 106⅛	900 do. 90½
25,000 U. S. 5s 10-40 C. 106⅛	200 do. 90⅞
80,000 do. 106⅛	20000 N. Y. C. & H. Ctfs 86⅞
35,000 Tenn. St. 6s, x. c. 64	50000 do. b. c. 85½
10,000 Tenn. St. 6s, n. 61⅛	10000 do. b60 86
5,000 do. 61⅛	10000 do. 85⅞
5,000 do. 61⅜	200 Harlem R. 129¾
10,000 do. 61⅛	200 L. S. & M. So. R. 88⅜
500 N. C. F. Act, '68 32	50 do. 88
2,000 N. C. St. 6s, n. 30	1200 do. b. c. 88⅜
6,000 N. C. Spe'l Tax. 23¼	300 do. 88⅝
11,000 Mo. St. 6s. 89	10 Reading R. 95
5,000 do. 89	800 do. b. c. 94⅜
5,000 Louisiana 6s. 68	15 Panama R. 80
5,000 Erie 3d M 80	50 do. b. c. 79
1,000 M. So. S. F. Bs. 99	300 Chic. & N. W. R. 82
1,000 U. P. R. 1st M. 82½	300 Chic. & N. W. Pf. 83⅞
1,000 C. Pac. R. G. Bs 86	100 do. 84
1,000 Mil. & St. P. 1st 91	100 N. J. Cen. R. 100
5,000 do. 90½	50 do. 100¼
2,000 Pa. R. 7s, Guar. by St. of Mo. 94	8 do. 100⅛
14,000 C., C. & I. Cen. 1st. 79⅞	500 Chic. & R. I. R. 112¾
20 Bk. of Commerce 122	100 Mil. & St. Paul R. 58⅜
600 Mariposa Pf. 10	200 do. 58½
200 W. U. Tel. b. c. 33½	370 Mil. & St. P. Pf. 74⅜
20 do. 33⅛	100 do. 74⅜
200 Pac. M. S. Co. 40	100 Tol., W. & West. 47
100 Adams Ex. s60 64¾	50 do. 46¾
200 do. s60 64¾	50 Chic. & Alt. Scrip. 108¾
100 do. 64⅝	600 Ohio & Miss. R. 33⅛
90 do. 65	20 New-Jersey R. 115
70 Wells-Fargo Ex. 14	10 N. Y. & N. H. Scrip. 140
200 do. 13¾	40 Chic., Bur. & Q. R. 158
100 Am. M. U. Ex. b. c. 43½	100 H. & St. Jo. R. s60. 109
15 do. 43⅞	100 do. 109
75 do. 43¾	100 do. 109⅜
50 do. 43½	100 do. b60. 109⅝
200 do. 43	200 do. b30. 110
100 C., C. & Ind. C. b30 16¾	60 Morris & Essex 88

SECOND BOARD—12½ AND 2½ P. M.

$30,000 U. S. 5-20 C., '65. 109⅛	100 L. S. & M. So. b. c. 89½
152,000 U. S. 5-20 C., '67. 108	100 do. 89¼
50,000 do. 108⅛	300 do. 89⅜
5,000 Tenn. State 6s, n 61	200 Cleve. & Pitts. 105⅛
1,000 N. Car. old bds. 49½	100 Chic. & N. W. Pf. 84⅛
5,000 S. Car. St. 6s, n., Jan. & July 74	100 N. J. Central R. 100
	100 Chic. & Alton Pf. 116
300 N. Y. C. & H. R. b. c. 91⅛	100 Ohio & Miss. R. 33⅛
200 Harlem R. 130¼	340 Morris & Essex R. 88
500 Reading R. b. c. 95⅛	60 Del. Lack. & West. 105
200 do. 95⅛	100 do. 104⅛

WEDNESDAY, July 27—P. M.

The sales of Gold opened strong this morning, at 122@122⅛, but soon fell off to 121⅞@121⅝@121⅝ ₱ cent. The price at noon, just before the bids for the $1,000,000 to be sold by the Government, for Sinking Fund account, were opened at the Treasury, was 121⅝ ₱ cent. The bids were found to amount in gross to $6,250,000, ten fold more than on last Wednesday. The award of $1,000,000 ranged 121.38 to 121.51 ₱ cent. After the award, the market showed some weakness, although the shipments of the day, by the steamers *Scotia* and *Wisconsin*, were reported about a million more than the engagements to 4 o'clock, yesterday. The sum total by the *Scotia* is stated at $2,537,000, and by the *Wisconsin*, $710,000. The sales of gold after 1 o'clock were as low as 121½@121⅜ ₱ cent. At 3 o'clock P. M., the quotation stood 121⅞ ₱ cent. The market was favorably influenced by the London telegrams, quoting Consols and United States 5-20s higher than early in the day. On the other hand the demand for Exchange improved to 110¾@110⅞ for short sight on London, and 111⅛@111¼ for Cable transfers. But few of the Bankers are disposed to make a price at which they will transfer Gold in London by Cable order for Gold paid to them here, owing to the uncertainty felt as to the course of the Bank of England in further advancing the rate of interest. Money keeps very easy to the Brokers here, and 5@6 ₱ cent. is readily accepted by lenders on any approved collateral.

The anxiety felt among our Bankers and Merchants in regard to the War on the Continent is by no means diminished. The proportions of the struggle, deliberately viewed from this distance, seem more formidable and the chances of an early settlement much less than last week, and the present prevailing belief is that the belligerents are on the eve of one or more great battles, and that these are not likely, unless very decisive or exhaustive against one side or the other, to end the trouble. Such was not the feeling a week or ten days ago, but all the more recent advices from France, especially, are suggestive of a desperate and prolonged war. In regard to the English advices, and the further elucidation of the so-called secret treaty of 1866, there is evidently less excitement in London today, and the Stock Exchange is higher for Consols and the American Funds.

In our own market the Public Funds are steady, but scarcely so high in quotations as yesterday, and ⅜@½ ₱ cent. lower than on Monday. Toward the close of the day the demand for 5-20s of 1867 and for the 5 ₱ cent. 10-40s was rather better than in the morning, while the offerings were less free.

The Railway market is decidedly on the *Bearish* tack, and so pronounced is the inclination and confidence of sellers, that prices are rapidly finding a level that may possibly attract, and that suddenly, a strong movement in the opposite direction. The sales of New-York Central Stock and Scrip, and of Reading, and Lake Shore and other of the Western lines, in the last few days, have been enormous in amount, and while many of the transactions have doubtless been to close up *long* Stock, that is Stock held for the *Bull* account, it is believed that double the amount has been put out on *short* contracts, or for the *Bear* account. The turn of the market at the Second Board was to better prices. After the Board the following quotations were made as compared with Tuesday night.

The improved feeling in the market extended to the Public Funds to the extent of ⅛@¼ ₱ cent. The Bankers who are shipping Gold Coin are unable to command exclusively large pieces, such as Double Eagles, so that the mixed parcels of coin, large and small, which they are compelled to put up, require better rates of Exchange to clear a fair profit. We change for the present our standing quotation of Exchange from 60-day Bills to Sight Bills, as more nearly reflecting the market pending the War trouble.

CLOSING QUOTATIONS, JULY 27.

	Tuesday.	Wednesday.
United States 10-40s	106½	106⅝
United States 5-20s of 1862	109⅛	109½
United States 5-20s of 1867	108	108¼
American Gold Coin	121⅞	121⅝
Bills on London, at sight	110⅝	110⅞
New Bonds of Tennessee	62¼	61
New-York Central and Hudson	90¾	91¾
N. Y. C. & H. Debt Certificates	86⅜	87¼
Reading Railroad	94	96
Chicago and Rock Island	112¼	113⅜
North-western Common	82	82
North-western Preferred	84	84⅜
Pacific Mail Company	40⅛	39⅝
St. Paul Preferred	75	75¼
St. Paul Common	59	59¼
Lake Shore	89	89¾
Ohio and Mississippi	33⅛	33⅜
New-Jersey Central	99¾	100
Toledo and Wabash,	47⅝	48⅜

BIDS FOR TREASURY GOLD, JULY 27.

A. Binding.	Trevor & Colgate.
250,000 ... 120.53	100,000 ... 121.20
P. Van Valkenburgh.	100,000 ... 121.13
10,000 ... 120.40	100,000 ... 121.08
5,000 ... 120.60	Samuel D. Davis.
5,000 ... 121	10,000 ... 121.31
Reid, Leo & Content.	10,000 ... 121.26
250,000 ... 121.01	10,000 ... 121.10
J. A. Zerega.	J. B. Summerfield & Co.
80,000 ... 121.30	10,000 ... 120.75
Kennedy, Hutchinson & Co.	10,000 ... 120.65
20,000 ... 121.32	10,000 ... 120.51
20,000 ... 121.23	10,000 ... 120.47
20,000 ... 121.17	10,000 ... 120.43
20,000 ... 121.05	Marx & Co.
10,000 ... 121.01	50,000 ... 121.32
10,000 ... 120.95	50,000 ... 121.39
25,000 ... 120.85	50,000 ... 121.44
25,000 ... 120.75	50,000 ... 121.51
Schafer Bros.	H. L. Horton & Co.
50,000 ... 121.13	30,000 ... 120.00⅝
50,000 ... 121.25	30,000 ... 120.00⅝
Loundsberry & Fanshawe.	W. T. Hatch & Son.
100,000 ... 121.01	10,000 ... 120.00⅝
100,000 ... 121	White, Morris & Co.
100,000 ... 121.02	10,000 ... 121.12
100,000 ... 121.03	10,000 ... 121.06
100,000 ... 121.04	10,000 ... 121
W. B. Bend.	10,000 ... 121.90
100,000 ... 121.31	10,000 ... 121.80
100,000 ... 121.34	Julius Molter.
100,000 ... 121.35	10,000 ... 121.25
100,000 ... 121.37	10,000 ... 121.26
100,000 ... 121.39	10,000 ... 121.27
100,000 ... 121.41	10,000 ... 121.28
100,000 ... 121.36	10,000 ... 121.29
100,000 ... 121.31	10,000 ... 121.30
100,000 ... 121.26	10,000 ... 121.32
100,000 ... 121.21	10,000 ... 121.33
500,000 ... 121.16	10,000 ... 121.34
Ed. Sweet & Co.	10,000 ... 121.35
25,000 ... 120.13	10,000 ... 121.36
J. F. Underhill & Co.	15,000 ... 121.37
25,000 ... 120.00½	15,000 ... 121.38
25,000 ... 121	J. J. Pardu & Co.
150,000 ... 121.00¼	10,000 ... 121.01
Wm. Townsend.	10,000 ... 121.11
100,000 ... 121	10,000 ... 121.21
S. R. Jacobs.	10,000 ... 121.31
10,000 ... 121.37	Kuhn, Loeb & Co.
10,000 ... 121.25	5,000 ... 121.30
10,000 ... 121.12	10,000 ... 121.20
50,000 ... 121	15,000 ... 121.05
Duff & Tienken.	15,000 ... 120.90
10,000 ... 121.20	25,000 ... 120.80
10,000 ... 121.30	25,000 ... 120.70
10,000 ... 121.35	Kenyon, Cox & Co.
10,000 ... 121.38	30,000 ... 121.45
10,000 ... 121.40	30,000 ... 121
G. C. Magoun.	25,000 ... 120.75
50,000 ... 121.26	40,000 ... 120.50
50,000 ... 121.03	Frank & Gans.
P. Handy.	200,000 ... 121.01
10,000 ... 121.00⅜	200,000 ... 121.13
10,000 ... 121.00⅛	200,000 ... 121.26
10,000 ... 121.00⅛	200,000 ... 121.38
	200,000 ... 121.51
Leonard, Sheldon & Foster.	G. H. Bend.
10,000 ... 120.62	60,000 ... 121.42
10,000 ... 120.12	100,000 ... 121.26
Gibson, Beadletson & Co.	140,000 ... 121.12
25,000 ... 121.38	Alex. Amend.
25,000 ... 121.13	50,000 ... 121.51
20,000 ... 121.05	50,000 ... 121.45
10,000 ... 121.02	Friedman & Salomon.
10,000 ... 121	50,000 ... 121.10
J. B. Alexander & Co.	H. A. Heiser's Sons.
25,000 ... 120.01	100,000 ... 121.26 1-10
Total ... $6,240,000	

ACCEPTED BIDS FOR GOLD.

Kenyon, Cox & Co.	Geo. H. Bend.
30,000 ... 121.45	60,000 ... 121.42
Alex. Amend.	Frank & Gans.
50,000 ... 121.51	200,000 ... 121.38
50,000 ... 121.45	200,000 ... 121.51
Marx & Cox	Duff & Tienken.
50,000 ... 121.39	10,000 ... 121.38
50,000 ... 121.44	10,000 ... 121.40
50,000 ... 121.51	Julius Moller.
W. B. Bend.	15,000 ... 121.38
100,000 ... 121.41	Gibson Beadleston & Co.
100,000 ... 121.39	25,000 ... 121.38
Total ... $1,000,000	

UNITED STATES TREASURY,
NEW-YORK, July 27, 1870.

Gold receipts	$579,289 40
Gold payments	170,862 81
Gold balance	71,089,313 68
Currency receipts	326,635 71
Currency payments	312,985 60
Currency balance	12,167,302 62
Customs	560,000

The following bids were made for the various Public Funds of the United States:

6 ₱ ct. reg. 1881 ... 112¾	5-20 coup. 1867 ... 108¼
6 ₱ ct. coup. 1881 ... 112¾	5-20 coup. 1868 ... 108⅜
5-20 coup. 1862 ... 109⅛	10-40 registered ... 106⅛
5-20 coup. 1864 ... 109⅛	10-40 coupon ... 106⅛
5-20 coup. 1865 ... 109⅛	6s currency ... 110⅝
5-20 coup. n. i. 1865 ... 108⅛	

And the following for the State Bonds:

Tennessee 6s, ex coup. 63⅝	Illinois coupon 6s, '79. 100
Tennessee 6s, n. bds. 61	Illinois War Loan 100
Virginia 6s, new bds. 60	Indiana 5 ₱ cent. 100
N. C. Fund'g Act '66. 35	Michigan 6 ₱ cent., '73. 97
N. C. new bonds 29	Michigan 6 ₱ cent., '78. 97
N. C. Special Tax 23	Michigan 6 ₱ cent., '83. 97
S. C. April and Oct. 77	Michigan 7 ₱ cent., '78. 100
Missouri 6s 89	Mich. 7 ₱ cent., W. L. 100
Louisiana 6s 67½	N. Y. Reg. B. L. 105½
Louisiana 8s, L. bds. 88	N. Y. 6s, Canal L., '72. 106
Connecticut 6s 100	N. Y. 6s, Canal L., '73. 107
Rhode Island 6s 100	N. Y. 6s, Canal L., '74. 107
Ohio 6 ₱ cent., '75 99	N. Y. 6s, Canal L., '75. 108
Ohio 6 ₱ cent., '81 100	N. Y. 6s, Canal L., '77. 108
Ohio 6 ₱ cent., '86 103	N. Y. 6s, Canal L., '78. 108
Illinois Canal bds. '70. 100	N. Y. 5s, Canal L., '74. 100
Illinois coupon 6s, '77. 100	N. Y. 5s, Canal L., '75. 100

And the following for the Railway mortgages:

N. Y. Central 6s, r. e. 88	D., L. & W. 1st 98
N. Y. Central 6s, sub. 88	Tol. & Wab. 1st ext. 93
N. Y. Central 7s, '76. 103	Gt. W. 1st, '88 89½
N. Y. Central 7s, c., '76. 103	Gal. & Chic. 2d 95
N. Y. Central 7s, '65-76. 102½	Chic., R. I. & Pac. 96
Erie 1st ind. 97	Morris & Essex 2d 97
Erie 7s, 3d ind., '83. 80	N. J. Cen. new bonds. 102
Harlem 1st 101	Cl. & P. Con. S. F. 88
Alb. & Sus. 1st bds. 100	Peninsula R. R. bds. 90
Alb. & Sus. 3d bds. 92½	Mil. & St. P. 1st 90
M. S. & N. I. S. F. 7 ₱ c. 99	M. & St. P. I. & M. d. 83
Central Pacific bds. 85½	Mil. & St. P. 2d 84
Union Pacific 1st bds. 80	Joliet & Chic. 1st 92
Alton & T. H. 1st 94	Col. Chic. & Ind. 1st 78⅝
Alton & T. H. 2d Pr'f. 87	Col. Chic. & Ind. 2d 68
Han. & St. Jo. L. G. 107¼	Tol. P. & W., W. D. 83¼

And the following for the City Bank Stocks and Miscellaneous Shares:

New-York 138	Continental 95
Mechanics' 134	Park 163
America 145	Manuf. & Merchants' 100½
City 205	Fourth National 105¼
Phenix 109	Tenth National 125
Tradesmen's 150	Oriental 165
Mechanics' & Traders' 120	Bkrs' & Brokers' Ass. 100
Seventh Ward 108	Pennsylvania Coal 221
State of New-York 110	Canton Co., Baltimore 62
Ocean 85	Western Union Tel. 33⅝
Mercantile 128	Quicksilver Mining 4⅛
American Exchange 112	Mariposa Mining 5
Chatham 167	Mariposa Preferred 9⅞
Bank of the Republic 120	Boston Water Power 15
Hanover 104	Adams Express 64¾
Irving 117	Wells-Fargo Express 13
East River 114	Wells-Far. Ex. Scrip 2⅛
Market 124	American Express 43⅛
Nassau 107	Merchants' Union Ex 13¾
Shoe and Leather 167	Pacific Mail 39⅞

The Paris *Journal Officiel* of July 15 publishes the following official figures from the Bank of France:

	July 7. Francs.	July 7. Francs.
Capital of the Bank	182,500,000	182,500,000
Profits and addition	7,044,776	7,044,776
Reserve of the Bank	22,105,750	22,105,750
Landed property	4,000,000	4,000,000
Notes in circulation	1,438,921,600	1,455,226,650
Bank-notes to order	41,690,065	42,045,342
Treasury accounts	169,615,681	175,323,883
Current accounts	353,663,497	361,692,400
Current branch banks	42,098,934	42,427,571
Dividends payable	7,356,484	6,273,516
Discounts	1,083,589	1,587,637
Rediscounted	1,157,050	1,157,050
Sundries	22,332,901	15,436,814
Total	2,293,570,330	2,315,671,422
Cash on hand	1,268,032,514	1,245,221,771
Commercial bills overdue	385,285	159,834
Commercial bills not yet due	333,268,164	362,334,002
Commercial branch banks	311,364,258	325,918,648
Advance on bullion	5,377,300	5,601,600
Branch banks	2,268,300	2,434,600
French public securities	17,128,400	17,218,400
Branch banks	8,517,140	8,685,140
On railway shares, &c.	39,859,000	39,822,600
By the branch banks	34,180,950	34,414,850
On Credit Foncier	1,214,300	1,188,000
Branches	1,188,160	1,245,260
To the State	60,000,000	60,000,000
Government stock reserve	12,980,750	12,980,750
Government disposable	80,575,187	80,575,187
Rentes and immobiles	100,000,000	100,000,000
Hotel and furniture	8,957,128	8,953,790
Expenses and management	37,815	101,168
Sundries	8,235,376	6,215,579
Total	2,293,570,330	2,315,671,422

The earnings of the St. Louis and Iron Mountain Railroad during the third week in July were ... $30,430 00
In 1869 ... 18,561 20
Increase ... $11,868 80

The Coupons of the Rockford, Rock Island and St. Louis Railroad Company's Bonds, due Aug. 1 prox., will be paid on and after that day at the office of the Company, No. 12 Wall-street.

The Philadelphia *Ledger* says of the Coal Trade:

"The operators held their meeting on Monday, and rejected the offer made by the workmen; and the difference between the parties is as wide as at any former time. It is reported, however, that some of the operators are gathering as many of the miners, dissatisfied with the long standing out as they can, and, if successful in procuring any considerable number, will resume work at once. There is a good deal of dissatisfaction among workmen, as well as among operators.

The following is a summary of last week's coal trade: The Reading Railroad Company brought down of all kinds for the week ending 21st inst., 46,850 tons, against 38,828 tons in the previous week, and for the fiscal year, beginning Dec. 1, 1,656,136 tons, against 2,050,689 tons to corresponding time last year—a decrease of 394,558 tons. The total product of all the anthracite, semi-anthracite and bituminous coal regions for the week, as far as reported by the several carrying companies, is 359,452 tons, against 295,518 tons the previous week—an increase of 63,634 tons—and for the fiscal year, 3,591,545 tons, against 7,476,773 tons to the same dates last year, being an increase of 1,114,772 tons.

In the above aggregates of coal produced last week, there is included 316,143 tons of anthracite, 6,906 tons of semi-anthracite, and 36,403 of bituminous. There has been rather more inquiry for coal during the past week, and prices have remained strong. Vessels are plenty, but rates of freight remain the same—say $2 to Boston and like distances.

On Saturday the President of the Reading Railroad Company, in anticipation of a general resumption of work in the Schuylkill coal region during the current week, issued a circular notice to the trade that 'on and after Monday, July 27, 1870, the rates of freight and tolls on anthracite coal, and of drawbacks on coal shipped from Richmond, which were current prior to the advance ordered by circular No. 7 will be resumed.' By this order the trade in the Schuylkill region has every encouragement that the Reading Railroad can give it, and is put on a footing that enables it to compete with every other coal region for the general market. Coal is higher, and advanced a little during the past week. In view of the present prospect of a large coal production in the future, it may be no such advance will now take place. Already this year the coal supply (with Schuylkill comparatively idle for the past four months) is 1,114,772 tons ahead of what it was to the same time last year. With the Schuylkill region in full operation, as, it is hoped, it soon will be, the aggregate coal production is estimated at 460 tons weekly to the end of the season, being an excess of 50,000 tons per week. This, added to the present increase of over a million tons, ought, and probably will, bring down the price of coal, which is retailed in this city at $7 to $8 ₱ ton."

New-York City Finances.

From the New-York Stockholder.

It was stated in the *Stockholder* last week, which is undoubtedly true, that taxation for municipal and general purposes is less in New-York than in any considerable city in this country or in Europe. It is true also that the finances of New-York are as well, if not better, managed than in any other city in the world. And it may be safely stated that the bonds and stocks of this City are among the best, if not the best, securities to be found anywhere.

According to the last official report, the total funded debt of the City and County of New-York, (deducting the amount held by the Commissioners of the Sinking Fund) was less than $30,000,000. This, comparatively, is a small amount when we consider the aggregate of property belonging to the City which is holden for the payment of that debt, and thus we can readily understand why the municipal credit stands so high. Without including the Central Park, or the Croton Water-works, (either of which, today, would sell for more than the whole City debt,) the City property exceeds $200,000,000 in value, even upon a moderate estimate. An individual whose assets were thus proportioned to his liabilities would be thought to be in a very sound financial condition. By the new charter the finances are to be simplified by canceling of $18,000,000 of the City and County debt, now held by the Sinking Fund, and $3,000,000 of the 5 @ cent. City stock, due Nov. 1 proximo, will be paid. The annual taxes, including $5,500,000 of State tax levied and collected in New-York, are almost as large as its total indebtedness, which is not strange in a City which owns in its corporate capacity at least $250,000,000 of property, and maintains wharves and docks, at each 200 feet, along near seven miles of water-line, and has built and keeps in repair some 230 miles of wide, commodious, well-paved streets, and perhaps 400 miles of the best and widest side-walks to be found in any city in the world.

Our wisest bankers prefer the City bonds, as the basis of loans made by them, to any other description of security, those of the United States not excepted. In respect to the latter, there are so many stolen bonds, bonds with altered indorsements or otherwise objectionable, that it is no wonder that a banker who holds from a hundred thousand to a million of them as collateral for money lent by him, sometimes feels apprehensive lest some of the parcel may be of altered or stolen lots. In the rapid business of his office he lacks opportunity for the necessary examination and investigation, which, seeing the immense number of United States bonds on the market, is often a work requiring much time and the labor of an expert. In the case of City stocks or bonds, when a loan is required upon them, it is a common practice to take a considerable parcel, say $100,000 or $200,000, to the Stock Clerk at the Comptroller's office, who, on request, issues in lieu of them a single certificate for the whole amount, and at the same time will certify the genuineness of the indorsement of the payee. With this certificate in his hand the banker lending money on these stocks or bonds has a security as perfect and reliable as human contrivance can make. It may be added, in connection with the City finances, that there has not been a defalcation or irregularity in respect to them within the memory of the present generation.

The following notes, compiled in this office, illustrate the foregoing:

The City and County debt, as per last published report, was as follows:

City	$29,943,258 50
County	15,983,600 00
Both	$45,926,858 50
Deduct	16,221,782 89 held by Commissioners of Sinking Fund for redemption of City debt.
Net debt	$29,705,075 61

The actual amount, as per last published report, raised for the year for City purposes, including the various Boards and Commissions, was $10,873,046 56. The valuation of property, (at low rates,) for purposes of taxation, amounted to nearly $1,000,000,000.

The aggregate length of streets and avenues in New-York City south of One Hundred and Fifty-fifth-street is 280 miles, of which 200 miles are paved with stone and 30 miles with wood, the latter of Nicolson and other patents. The total amount of streets, avenues, roads and lanes in the City, maintained at the Corporation expense, reaches 350 miles.

BANKING AND FINANCIAL.

☞ GEORGE OPDYKE & CO. are agents for the sale of the following desirable securities, which they offer at low prices:

N. Y. and O. Midland First Mortgage Bonds, seven per cent. gold.

St. Louis and S. E. Railway First Mortgage Bonds, seven per cent. gold.

Montgomery and Eufaula First Mortgage Bonds, eight per cent. gold, indorsed by State of Alabama.

Alabama State 8s.

New-Jersey Town Bonds, seven per cent.

Some excellent Western ten per cent. securities.

☞ FOR THE SAFE AND ADVANTAGEOUS INVESTMENT OF JULY INTEREST AND DIVIDENDS, THE CONNECTICUT AIR LINE BONDS PRESENT UNUSUALLY ATTRACTIVE FEATURES, WHICH WILL COMMEND THEM TO ALL CLASSES OF INVESTORS.

THE ROAD IS COMPLETED TO MIDDLETOWN. THE REMAINING UNFINISHED PORTION IS MORE THAN HALF DONE.

FULL PARTICULARS FURNISHED BY
HATCH & FOOTE, NO. 12 WALL-ST.

☞ NOTICE.

The Coupons due Aug. 1, 1870, on the First Mortgage Bonds of the Southern Central Railroad Company will be paid that day on presentation at the banking house of Messrs. VERMILYE & CO., Financial Agents of this Company, Nos. 16 and 18 Nassau-st., New-York City.

WM. H. SEWARD, JR., Treasurer.

☞ SEVEN PER CENT. GOLD INTEREST.
FIRST MORTGAGE
SINKING FUND LAND GRANT BONDS
OF THE
WEST WISCONSIN RAILROAD COMPANY,
FOR SALE AT NINETY,
BY
WHITE, MORRIS & CO.,
Bankers and Financial Agents of the Company,
NO. 29 WALL-ST., NEW-YORK.

☞ THE SOUTHERN CENTRAL RAILROAD is now completed the entire distance from Owego to Auburn. A popular and prosperous Agricultural and Manufacturing district is thus efficiently provided for. The local business of the Southern Central will be very large both in freight and passenger traffic. The rich Agricultural country through which it runs will afford a constantly increasing business. The great manufacturing establishments at Auburn, whose water-power is the best in the State, and the enterprising towns along the line, will always secure to this road a good income.

VERMILYE & CO., the Financial Agents of the Road, offer the remaining unsold portion of the Bonds with the greatest confidence, believing them to be as good a security as any that has ever been placed on this market.

The Bonds bear Seven per cent., have thirty years to run, and they are convertible into stock at the option of the holder.

☞ BURLINGTON, CEDAR RAPIDS AND MINNESOTA RAILROAD COMPANY'S First Mortgage Seven per Cent. Fifty Year Sinking Fund Bonds—Principal and interest payable in gold, free of Government tax, coupon or registered, convertible at the option of the holder into stock of the Company at par, which privilege will at no distant day enable the holder of these bonds to realize upon them at a price considerably above par, besides paying about nine per cent. currency interest in the meanwhile. The established character of this road, running as it does through the heart of the most thickly-settled portion of the great State of Iowa, together with its present advanced condition and large earnings, warrant us in unhesitatingly recommending these bonds to investors as in every respect an undoubted security. A limited quantity are still offered at 90 and interest by
HENRY CLEWS & CO., No. 32 Wall-st.

COMMERCIAL AFFAIRS.

NEW-YORK, Wednesday, July 27, 1870.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pks.	27	Resin, bbls.	2,100
Bees-wax, pks.	4	Beef, pks.	64
Cotton, bales	1,191	Cut-meats, pks.	105
Copper, bbls.	109	Grease, pks.	6
Copper, cakes	165	Lard, tcs.	346
Dried Fruit, pks.	24	Pork, bbls.	3,444
Eggs, bbls.	939	Stearine, tcs.	107
Flour, bbls.	18,823	Butter, pks.	756
Corn-meal, bags	295	Cheese, boxes	8,442
Wheat, bushels	132,878	Tallow, pks.	31
Corn, bushels	122,021	Pea-nuts, bags	90
Oats, bushels	128,164	Starch, boxes	250
Barley, bushels	1,337	Tobacco, hhds.	299
Grass-seed, bushels	50	Tobacco, bxs. and cs	1,500
Hides, No.	355	Whisky, bbls.	455
Leather, sides	10,460	Wool, bales	1,306

The export clearances since our last, reported at the Merchants' Exchange, Pine-street, have been as follows:

By the ship *Webster*, for London—1,000 bales Oil-cake, 1,013 bags Cotton-seed, 1,019 bbls. Resin, 902 bbls. Flour, 101 cakes Scraps, 10 boxes Stone, 170 boxes Clocks, 31,534 bushels Wheat, 183 hhds. Tobacco.

By the bark *Elgin*, for Falmouth—15,872 bushels Wheat.

By the steamer *Wisconsin*, for Liverpool—6,732 boxes Cheese, 10 boxes Bacon, 550 tcs. Beef, 20 bales Waste Silk, 31,302 bushels Wheat, 368 bbls. Flour, 29 bales Cochineal, 50 hhds. Tobacco, 7 boxes Clocks, 2,000 bales Cotton.

By the brig *Shannon*, for Elsinore—2,254 bbls. Refined Petroleum.

By the brig *Juliet C. Clark*, for Alexandria—90,960 gallons Refined Petroleum.

By the bark *Aleppo*, for Bristol—929 sacks Oil-cake, 1,000 bbls. Oil-cake, 28,853 bushels Wheat.

ASHES—Continue in demand and firm at $6 25@$6 75 for Pots; $8@$9 75 for Pearls, ₱ 100 lbs.

COFFEE—A moderate inquiry has been noted for Rio at uniform prices; sales, 1,073 bags, by the bark *Contest*, and 1,000 bags, by steamer *South America*, on private terms. Other kinds have been quiet but steady. We quote: Java at 20c.@22c.; Maracaibo at 15¼c.@19¼c.; Laguayra at 16¼c.@18¼c.; Rio, 9¼c.@13c., in bond; Native Ceylon, 17½c.@19c.; Jamaica, 16c.@17c.; Singapore, 18c.@19c.; Costa Rica, 15¼c.@19¼c.; Manila, 16c.@17c.; Mexican, 15c.@18c.; Savanilla, 15¼c.@18c.; Ceara, 16c.@17c.; San Domingo, in bond, 8¼c.@9c., gold, ₱ lb.

COTTON—Has been in less demand and lower; sales 871 bales for early delivery, (of which 250 bales were to arrive,) including 50 bales to shippers, 587 bales to spinners, and 224 bales to speculators. Also, 2,986 bales for forward delivery, including 500 bales basis Low Middling, July, 19¼c.@19½c.; 700 bales do., August, 17¾c.@17¼c.; 400 bales do., September, 16¾c.@17c.; 600 bales do., October, 16¼c.@16⅝c.; 300 bales do., November, 16¾c., ₱ lb.

Closing Prices of Cotton.

	Uplands.	Mobile.	N. O.	Texas.
Ordinary	15¾	15⅞	16	16⅛
Good Ordinary	17⅝	17¾	18	18⅛
Low Middling	19½	19⅝	20	20⅛
Middling	20⅜	20½	20⅝	21
Good Middling	22	22¼	22⅜	22½

Movements of Cotton at this Port.

	Bales.
Receipts thus far this week	6,934
Receipts last week	3,464
Receipts the preceding week	7,780
Receipts since Sept. 1	727,720
Receipts year ending Jan. 1, 1870	682,100
Receipts year ending Sept. 1, 1869	838,720
Export clearances since our last	2,000
Exports since Sept. 1	413,930
Exports for the year ending Jan. 1, 1870	588,887
Exports for the year ending Sept. 1, 1869	228,579
Estimated stock here	26,250

COAL—At the auction sale at Scranton, today, higher prices were realized for nearly all descriptions, and the whole offering of 80,000 tons was promptly disposed of, including 12,000 tons of Lump, $4 20@$4 27½; 10,000 tons Steam-boat, $4 45; 16,000 tons Grate, $4 87½@$4 95; 10,000 tons Egg, $5@$5 02½; 20,000 tons Stove, $5 50@$5 62½, and 12,000 tons Chestnut at $4 40@$4 50, ₱ ton of 2,240 lbs., delivered at Elizabethport, N. J.

FLOUR AND MEAL—There has been a very limited movement reported in State and Western Flour since our last, and prices have been depressed and declining. Sour and Superfine brands have been in some request, chiefly for shipment, at easier rates. Low extras have been difficult of sale at anything over the equivalent of $6 25 for good brands State, delivered, ₱ bbl. Medium and high grades have been very quiet within our range. Sales have been reported, since our last, of 9,400 bbls., all told, including poor to very choice Superfine State and Western, at from $5 35@$6; inferior to very good Extra State at $6 10@$6 35; very good to very choice do. at $6 35@$7; poor to good shipping Extra Western, $6@$6 35; poor to good shipping brands round-hoop Extra Ohio at $6 10@$6 50 ₱ bbl. We quote:

No. 2 Flour, ₱ bbl.	$4 50@$5 15
Sour Flour	5 20@ 6 10
Superfine State and Western	5 35@ 6 00
Extra State	6 10@ 7 00
Extra City, shipping grades	6 15@ 7 15
Extra Genesee	7 00@ 9 00
Extra Ohio, round-hoop shipping brands	6 10@ 6 50
Extra Ohio, trade and family brands	6 50@ 9 00
Extra Western, shipping brands	6 00@ 6 35
Extra Western, trade and family brands	6 40@ 8 75
Extra St. Louis, ordinary to fancy, ₱ bbl.	6 25@ 9 25

Southern Flour continues quite dull at drooping prices; sales have been reported, since our last, of 700 bbls., in lots, at $6 20@$7 30 for poor to good ordinary, and at $7 30@$10 for good ordinary to choice extra, ₱ bbl. Rye Flour has been in good demand and again quoted firmer, ranging from $5 40@$8 for inferior to very choice, ₱ bbl.; sales, 750 bbls., part to arrive. Corn-meal has been in demand, since our last, at $5 25@$5 65 for Yellow and White Western; $5 35@$5 50 for Jersey, and $6 25 for Brandywine, ₱ bbl.; sales, 300 bbls. We quote:

Southern Flour, mixed, superfine, and ordinary extras, ₱ bbl.	$5 50@$6 20
Southern Flour, ordinary to good extras, ₱ bbl.	6 20@ 7 30
Southern Flour, good to fancy extras, ₱ bbl.	7 30@10 00
Rye Flour, inferior to very choice, ₱ bbl.	5 40@ 8 00
Corn-meal, inferior to very choice, ₱ bbl.	5 25@ 6 25
Corn-meal, puncheons	27 50@28 00

GRAIN—Wheat has been offered quite freely, at lower and irregular prices, yet has shown less activity. The inquiry has been mainly for shipment and on speculative account, and, as yesterday, for Amber Winter and No. 2 Spring, and grades of Spring below the latter standard. Amber, which sold early as high as $1 54, in small lots, and of which a boat-load of choice was said to have been taken on speculation, at $1 53, in store, closed with sales at $1 50, afloat, for fair, and with $1 51 bid for prime, in store, ₱ bushel. No. 2 Milwaukee Spring closed at about $1 33@$1 35 for sailing vessel parcels, and $1 30 for prime steamer loads, with a light call, at even these figures. White Wheat was in a little better request, for milling purposes, at our quotations. Sales have been reported since our last of 109,000 bushels, part in store, including White Western, at $1 60@$1 75; Red and Amber Western at $1 50@$1 54, closing at $1 50@$1 52 for sound Amber, afloat and in store; No. 1 Spring very poor to prime, part at $1 45@1 46; No. 2 Spring at $1 27@$1 37 for poor to very choice Milwaukee, closing at $1 33@$1 35 for fair to very good, afloat; $1 20@$1 30 for Chicago; No. 2 and No. 3 Spring, mixed, $122; No. 3 Spring, $1 10@1 16; Rejected and Mixed Spring at $1@1 08; White Genesee at $1 85@$1 87; Amber State at $1 52@$1 53; new Amber Ohio at $1 65 for very choice, and new White Kentucky at $1 80 ₱ bushel. Corn has been in more demand, partly on speculative account, opening at a shade better prices, and closing about as yesterday. The bulk of the trade has been in New Mixed at 95c. for fair ordinary, and 99c.@$1 00½ for very good to prime boat-loads. Sales have been reported, since our last, of 104,500 bushels at 92c.@$1 01 for poor to prime new mixed Western, closing with $1 bid for prime boat-loads; $1 02@$1 03 for small lots of very dry new and old mixed do.; $1 08@$1 12 for Yellow Jersey, Pennsylvania, Western and Southern; $1 10@$1 14 for White do., and 87c.@91c. for Unsound ₱ bushel. Rye has been quiet, since our last, on a basis of $1 12@$1 15 for State; 97½c.@$1 05 for Western, ₱ bushel. Barley has been neglected and nearly nominal; a small sale of inferior Western was reported at 73c., ₱ bushel. Barley-malt has been in light request, since our last, from $1 05@$1 35 for Western State and Canada, ₱ bushel; sales, 1,800 bushels. The main call for Oats has been for prime to very choice car loads of White Ohio and State, and for very choice new mixed Western, nearly White, which have been quoted stronger in price. The low grades of mixed Western have been difficult of sale, and quoted quite heavy toward the close. Sales have been reported since our last of 69,000 bushels at 56c.@60c. for inferior to very choice mixed Western, closing at about 59c.@60c. for very choice, nearly White, and 56c.@57c. for fair ordinary to good boat-loads, afloat; 66c.@68c. for ordinary to good, and 69c.@70c. for very choice White State, Pennsylvania and Ohio, ₱ bushel. The export clearances include 368 bbls. Flour and 31,302 bushels Wheat for Liverpool, 902 bbls. Flour and 31,534 bushels Wheat for London, 15,872 bushels Wheat for Falmouth, and 28,853 bushels Wheat for Bristol.

HAY—Bale Hay has been salable and firm at 75c.@85c. for shipping, and 90c.@$1 30 for local use, ₱ 100 lbs. Straw continues quiet since our last at 55c.@$1 05, as extremes, for Short and Long, ₱ 100 lbs.

HIDES—Have been quiet at former rates; sales 1,000 Buenos Ayres at 23½c., gold; 1,000 do., second, on private terms; and 1,400 wet-salted Texas, also on private terms.

HOPS—Have been moderately sought after, since our last, at from 10c.@25c. for crop of 1869, ₱ lb. We quote in detail thus: New-York State, 10c.@18c.@25c.; Wisconsins, 8c.@15c.@20c.; Eastern, 8c.@14c.@20c.; Michigans, 8c.@14c.@20c.; Ohios, 8c.@14c.@20c.; Yearlings, 4c.@6c.@8c.; Old Olds, 1c.@2c.@3c. ₱ lb. The receipts have been — bales; exports, — bales.

LEATHER—Sole has been firm and fairly active.

MOLASSES—Has been less sought after, but has been quoted steady. New Crop Porto Rico at 37c.@70c.; Old and New Crop Cuba, 22c.@45c.; New Crop English Islands, 30c.@50c.; New-Orleans, 70c.@97c. ₱ gallon.

	Old Crop.	New Crop.
Cuba, Centrifugal and Mixed	22c.@24c.	28c.@33c.
Cuba, Clayed	24c.@25c.	36c.@40c.
Cuba, Muscovado, refining grades	25c.@30c.	37c.@42c.
Cuba, Muscovado, grocery grades	—@—	40c.@47c.
Porto Rico	—@—	37c.@70c.
English Islands	—@—	30c.@50c.
New-Orleans	—@—	70c.@97c.

NAVAL STORES—Resin has been in rather better demand at somewhat steadier prices. Sales, 1,000 bbls. good Strained at $1 80@$1 85, and 450 bbls. Pale at $4 25 ₱ 280 lbs.; receipts, 2,100 bbls.; exports, 1,019 bbls. Tar and Crude Turpentine remain as last noticed. Spirits Turpentine has been in reduced supply and fair request at rising prices; sales, 130 bbls. at 40½c.@41c. for merchantable, ₱ gallon. We quote: Spirits Turpentine at 40c.@41½c. ₱ gallon; Crude, $3 50. Resin, $1 65@$7 50 ₱ 280 lbs., the latter for Choice White. Tar, $1 80@$2 15. Pitch, $2 25@$2 37½ ₱ bbl.

PETROLEUM—Crude has been quite tame, since our last, with 12c.@12¼c., bid, and 12½c., asked in bulk; and 17c. as the nominal quotation in shipping order, ₱ gallon. At the Creek sales have been reported of 1,500 bbls. on the upper road, for early delivery, at $3 15, and 1,000 bbls. on the lower road, seller 60 days, at about $3 30 ₱ bbl. Refined Oil has been less active, and rather less firm in the local market; sales having been reported since our last of 3,500 bbls. Standard White, for July, at 24c., and 8,500 bbls. do., early August delivery, at 24½c.@24¾c. ₱ gallon. At Philadelphia, 1,500 bbls. Standard White were sold for July delivery, at 25c. ₱ gallon, showing a slight improvement in that market. The export clearances hence have been 2,254 bbls. for Elsinore, and 90,960 gallons for Alexandria. Refined Oil in cases continues in moderate demand, quotations ranging from 29c.@31c., as extremes, ₱ gallon. Naphtha has been very dull at about 8¾c.@9c. for shipping order, and 4c. in bulk, ₱ gallon.

PROVISIONS—Mess Pork has been dull and heavy, closing a shade lower; Prime Mess has been in reduced supply and wanted at firmer rates. Other kinds have attracted but little attention. Sales have been reported, since our last, of 700 bbls., all told, at $30@$30 12½, chiefly $30, for Western Mess; $30 for Prime Mess; $23@$25 25 for Prime; $29 50@$30 for City Mess, and $29 50 for Thin Mess, ₱ bbl. Cut-meats have been quiet, but firm; sales have been reported of equal to 200 pks. at 12¾c.@13¼c. for Shoulders; 20c.@24¼c. for Western and City Hams, the latter for choice, in tight tcs.; 23c.@25c. for bagged do., ₱ lb. Bacon continues in request at about 15¼c.@15¾c. for Long Clear and Long Cut Middles, and 16c.@16¼c. for Short Rib, ₱ lb. Lard has been in moderate demand, at buoyant prices. Sales have been reported since our last of 400 tcs. at 15¾c.@17¾c. for poor No. 1 to choice Kettle-rendered, chiefly at 16¾c.@16⅝c. for City, and 17¼c.@17¾c. for fair to prime Western Steam, ₱ lb.; also, 250 tcs. prime Steam, seller September, at 17¾c. ₱ lb. Beef has been in good demand and steady; sales have been reported, since our last, of 350 bbls., in lots, at $12@$16 for Plain and Mess; $15@$19 for Extra Mess, ₱ bbl. Tierce beef has been scarce and quiet at $27@$29 for Prime Mess, and $30@$31 for Indian Mess, ₱ tierce. Beef Hams continue very quiet at from $29@$35 for Southern and Western, ₱ bbl. Butter has been in demand, including State, inferior to prime, at 22c.@35c., and Western, inferior to prime, at 15c.@30c.; the day's receipts were 756 pks. Cheese continues in fair demand, at from 4c.@14¼c., as the extremes, for very common to fine factory, new and old. The day's receipts were 8,442 boxes.

SUGARS—Raw have been quiet at about previous rates. Sales, 436 hhds. Cuba and Porto Rico at from 9¼c.@10½c.; and 259 boxes Havana at 10c.@11¼c. ₱ lb. We quote: Fair to good refining grades Cuba at 9¼c.@10c.; fair to good grocery grades, 10¼c.@10¾c.; good to choice grocery grades, 10¾c.@10⅞c.; Porto Rico grocery grades range from 10¼c.@11¾c.; No. 12 Box Sugar, 10¼c. ₱ lb. Refined Sugars have been in request, ranging from 12c.@14¼c., as extremes, ₱ lb.

TALLOW, &c.—Sales have been reported of 105,000 lbs. at 9¾c.@10¼c. for Inferior to Choice; 38,500 lbs. Stearine at 17¼c.@19¼c.; 25,000 lbs. Grease at 9¼c.@14¼c. ₱ lb.

WHISKY—Has been in limited demand at a shade easier prices; sales, 400 bbls. at $1 01¼@$1 02 for wood and iron-bound pks., chiefly at $1 02, ₱ gallon; receipts, 455 bbls.

FREIGHTS—Have been less active, but quoted firm. For Liverpool, there were taken, by steamer, 1,650 bbls. Flour at 3s. 6d. ₱ bbl., 23,500 bushels Wheat at 12d. ₱ bushel, 500 bbls. Pork at 5s. ₱ bbl., 300 tcs. Beef at 7s. 6d ₱ tc., 250 tcs. Lard at 50s.; and 6,500 bxs. Cheese at 50s@55s. ₱ ton. For London, 1,000 bbls. Flour, by sail, at 3s. ₱ bbl., and 700 bbls. Resin at 4s. ₱ 280 lbs. For Bristol, 1,600 bbls. Flour at 2s. 3d. ₱ bbl., 31,000 bushels Wheat on private terms, and 10 tons Tallow at 30s. ₱ ton. For Cork and orders a Norwegian bark was rechartered for about 1,800 quarters Wheat at 7s. 9d. ₱ bbl. For Antwerp, 600 hhds. Tobacco at 50s. ₱ hhd. Petroleum vessels were in moderate demand, at about previous rates.

NEW-YORK CATTLE MARKET.

NEW-YORK, Wednesday, July 27, 1870.

Trade in live stock is dull, and is not likely to advance much for some weeks to come. Horned Cattle cannot be quoted, as the few sales effected were quite private. Sheep have advanced ¼c. ₱ lb. on common grades and fully ¼c. ₱ lb. on good quality. Lambs are slow, from 7c.@10c. ₱ lb. At Fortieth-street Hog Market affairs are stationary; salesmen ask 10c.@10¼c. ₱ lb., and dealers offer 9¼c.@9½c. ₱ lb. Gross arrivals at Weehawken Yards for the week ending July 26, 1870, were as follows: 3,014 head of horned Cattle, 223 Veals, 6,204 Sheep, 80 Horses, 5,297 Hogs on transit to New-York City. Gross arrivals at same yards for today: 1 Trotting Horse, 1,274 Sheep, and 17 head of horned Cattle from One Hundredth-street Market. Gross arrivals at Forty-eighth-street Sheep Market for week ending July 25, 1870: 13,209 Sheep and Lambs, 423 Calves.

FORTY-EIGHTH-STREET SHEEP MARKET.

REID & MCGRAW sold 35 Calves, weight 6,200 lbs., at 9¼c. ₱ lb. J. KIRBY sold 106 Lambs, weight 5,920 lbs., at 8¼c. ₱ lb.; 64 Sheep, weight 5,010 lbs., at 5¼c. ₱ lb. HUME & ELLIOTT sold 90 Sheep, weight 17,500 lbs., at 6¼c. ₱ lb.; 57 Lambs, weight 3,650 lbs., at 10c. ₱ lb.; 40 Canada Sheep, fat and heavy, at 7c. ₱ lb. Buttermilk Calves sold at $8 50 ₱ head. Weekly report of Sheep and Lambs sold by HUME & ELLIOTT for week ending July 25, 1870: 14,782 Sheep and Lambs; price received, $41,238 10.

WEEHAWKEN SHEEP MARKET.

Weekly report of Sheep sold by JUDD & BUCKINGHAM for week ending July 26, 1870: 2,313 Sheep, price received $9,822, range of prices 4¼c.@6c. ₱ lb.; 284 Lambs, price received $1,317, range of prices 7c.@9c. ₱ lb.; 54 Calves at $8 50 ₱ head; 74 Calves at 8¼c. ₱ lb. Sales today by same firm at same yards: 190 Sheep; weight 16,060 lbs., at 5c. ₱ lb.

The New York Times.

NEW-YORK, THURSDAY, JULY 28, 1870.

Amusements this Evening.

WALLACK'S THEATER.
Broadway, corner 13th-st.
OUR COUSIN GERMAN. Leading characters by Messrs. Joseph K. Emmet, Ringgold, Leonard, Miss Emily Mestayer, Miss Madden, Miss Fowler.

GRAND OPERA-HOUSE.
8th-av., corner 23d-st.
HIRKA, THE NATIONS, AND GRAND BALLET. Leading character by Mme. Kathi Lanner.

SAN FRANCISCO MINSTREL HALL.
No. 585 Broadway.
LA SOMNAMBULA, (Burlesque Opera,) NEGRO COMICALITIES, SONGS, &c.

Terms of the New-York Times.

MAIL SUBSCRIBERS.

The DAILY TIMES, per annum, including the Sunday Edition	$12
The DAILY TIMES, per annum, exclusive of the Sunday Edition	10
The Sunday Edition, per annum	2
The SEMI-WEEKLY, per annum	3
Two copies, one year	5
Ten copies, one year	25
An extra copy to getter-up of club, and a splendid steel engraving of the late HENRY J. RAYMOND.	
The WEEKLY TIMES, per annum	2
Five copies, one year	8
Ten copies, one year	15
An extra copy to getter-up of club, and a splendid steel engraving of the late HENRY J. RAYMOND.	
Twenty copies, one year	25
An extra copy to getter-up of club, and a splendid steel engraving of the late HENRY J. RAYMOND.	
The European Edition, per annum, postage extra	3

Subscriptions to either of our editions received for a less length of time than one year at the yearly rate.

The Semi-Weekly and Weekly mailed to clergymen at the lowest club rates.

Additions may be made to clubs at club rates.

These prices are invariable. We have no traveling agents. Remit in drafts on New-York or Post Office Money Orders if possible, and where neither of these can be procured send the money in a *registered* letter. Address

H. J. RAYMOND & CO.,
TIMES Office, New-York.

To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av., and at No. 40 East 18th-st., between Broadway and 4th-av., at same rates as are charged at office of publication.

☞ Messrs. DREXEL, HARJES & Co., Bankers, No. 3 Rue Scribe, Paris, are the accredited agents for the NEW-YORK TIMES in that city.

Notice.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot return rejected communications, nor preserve manuscripts, unless specially requested so to do.

NEWS OF THE DAY.

THE WAR.

A rumor of an engagement on Tuesday is received from Paris, in which "thirty Germans were killed and eighty were made prisoners without loss to the French." No place is mentioned, however. *La Liberté* reports that the Prussians have evacuated Weisserbillig, and have only two squadrons of cavalry at Neves. Also, that they are concentrating at Mayence, where King WILLIAM arrived on Tuesday night. A dispatch from Treves states that the French violated the neutrality of Luxembourg, a party of a hundred men crossing the border singing the Marseillaise. The Empress has been made Regent of France, to serve while the Emperor is off to the war. Ninety thousand men of the contingent of 1869 have been called out. The Bishops have been called upon, through a circular from the Prime Minister, to offer prayers for the success of the cause of France. She places "her chief, and the noble infant who goes to battle at such tender age, under the protection of Him who holds in his hands the fate of battles, and the destinies of peoples."

The papers in the several capitals continue to comment on the proposed secret treaty offered by France to Prusssia, which has recently been made public. All the French organs represent that it was proposed by NAPOLEON merely to test BISMARCK. The *Journal Officiel* says that after the treaty of Prague, in 1866, BISMARCK and the French Ambassador had several conferences in Berlin, on the subject of a project of an alliance; that some of the ideas expressed in the London *Times* story were there advanced, but the French Government had no knowledge of the project described; and that the Emperor rejected all the propositions then discussed. The London *Times*, in an article yesterday, says its publication of the proposed secret treaty has secured the neutrality of Belgium, which before was liable to violation at any moment. Late dispatches announce that the French Minister of Foreign Affairs positively denies that France has entertained the idea of annexing Belgium.

The Duke DE GRAMMONT has been requested by the Spanish Government to explain the assertion which he recently made before the Corps Legislatif, that the Cortes of Spain were to be surprised into voting for the Prince of HOHENZOLLERN. The Duke of NASSAU replies to NAPOLEON'S invitation to join the French army, that his services are pledged to Prussia.

GENERAL EUROPEAN NEWS.

Revolution is imminent in Italy. A secret deposit of arms has been discovered in Genoa, and several seizures of guns and ammunition have been made. The Pope is represented as seriously alarmed at the projects of France and the plots of the party of action....Ninety persons were killed and many wounded by an explosion in a colliery, on Tuesday, at Llansamlet, Wales....Three failures were announced at the London Stock Exchange yesterday, and more are expected today....Gen. BADEAU has received his exequatur as Consul-General of the United States at London....The Carlist movement in Spain is at an end, for the present at least, DON CARLOS having offended his adherents by offering to serve against Prussia in the war.

GENERAL.

The ocean yacht race between JAS. GORDON BENNETT, Jr.'s yacht *Dauntless* and the English yacht *Cambria*, owned by Mr. ASHBURY, was terminated yesterday afternoon, and resulted in a victory for the *Cambria*, she having reached the light-ship off Sandy Hook one hour and ten minutes ahead of the *Dauntless*. For a voyage of over 3,000 miles this is the closest race probably that ever was run by any species of locomotion on land or water. The arrival of the yachts was celebrated by a grand illumination at the New-York Club-house, Staten Island, last evening, and the event was signalized by the firing of cannon in the City Hall Park and the raising of flags on the City Hall. The *Dauntless* was delayed three hours and fifteen minutes by accidents at sea. Two of her company were drowned.

Mr. JOHN BATES, the builder, and for a long time manager of the National Theater, Cincinnati, died on Tuesday at his room in the National Theater building in that City. He was born in England in 1795, and came to this country forty years ago. He died worth over a million of dollars.

The second reunion of the Society of the Army and Navy of the Gulf, will take place in Boston, at the Music Hall, on the 5th of the next month. Admiral FARRAGUT is to preside, and Gen. N. P. BANKS is to deliver the oration on the occasion. The railroads and steam-boats promise reduced fare to members who may make proper application.

The telegraph reports terrific thunderstorms as of almost nightly occurrence in some parts of Canada. Great damage was done at Ontario on Tuesday night. Several buildings were unroofed, and barns and sheds blown down. The crops are lying flat, and badly damaged.

The case of the alleged seduction of EMMA FRANCES LA FORGE, by DEMETRIUS AUGUSTUS SCHOFIELD, which was to have been heard before Judge BRADY, yesterday, has been postponed until Wednesday, Aug. 3, at 10 A. M.

The State Teachers' Association is celebrating its quarter centennial anniversary at Syracuse, the place in which it was first organized, by a series of meetings. Yesterday an address of welcome was made by President WHITE, of Cornell University. Other addresses followed, and a good deal of business was transacted.

The Grand Army of the Republic is holding its annual meeting in Buffalo.

The Chinese Convention was in session at San Francisco, yesterday. The recent circular of the working men and other subjects were under consideration. Delegates are present from all portions of the State.

Dr. HOPKINS, President of Williams College, was entertained by the Alumni, at San Francisco, last evening.

SCHONG HO has been sent to Paris from China to offer satisfaction to the French Government for the recent outrages on French citizens.

Lieut.-Gen. SHERIDAN sailed for Europe yesterday afternoon in the *Scotia*. A large number of personal and military friends were on hand to witness his departure.

President GRANT made a flying visit of about two hours to Elizabeth on Tuesday afternoon.

The Grant Club of the Twenty-first Assembly District, reorganized for the Fall campaign, last evening, and elected officers for the ensuing year.

The Committee of the Board of Education appointed to examine candidates for the West Point cadetship from the Second Congressional District, have decided in favor of GEORGE H. MOORE, of No. 520 Pacific-street, a pupil of School No. 15.

The story in the Albany *Argus* to the effect that Gov. HOFFMAN has decided not to commute the sentence of JOHN REAL, who is doomed to be hanged on Friday, Aug. 5, is declared to be untrue. The fact is, as stated by REAL'S counsel, that the Executive has appointed Saturday next as the time when he will listen to arguments for and against the application, reserving his decision probably until the following Monday or Tuesday.

Yesterday morning and afternoon the Grand Division, S. of T., of Eastern New-York, held business meetings at the Congregational Church, Patchogue, where the Order is now holding its Convention. In the evening a meeting was held at the church, and short addresses, interspersed with music, listened to by a large audience. A large number of new arrivals were reported, yesterday, from New-York, Brooklyn and elsewhere. A large part of the members of the Order from abroad lodge in tents, which have been put up in a vacant plot on the main street of the village. Today the grand clam-bake comes off at the grove east of the village, for which great preparations have been made.

The Position of France.

The mystery which at first surrounded the secret treaty alleged to have been submitted to Count BISMARCK by NAPOLEON, or his Minister, is now all but positively cleared up. It must be taken for granted that a negotiation was projected in which the interests and peace of Europe were to be alike violated. In the first place, the document published in London has not been repudiated by the French Government. A series of "explanations" have been permitted to come to us through indirect channels, but they are one and all dishonest evasions of the question put by the English Cabinet, rather than a frank answer to it. It is stated, for instance, that the French Ambassador and the Prussian Minister only discussed the subject informally, and that the French Government knew nothing about the discussion. This story would not deceive a child. The French papers also ask the world to believe that the scheme was only broached in order to "test" Count BISMARCK—an explanation which in itself goes far toward convicting the Emperor NAPOLEON of the duplicity laid to his charge. In short, the evidence all leads to the conclusion that the treaty which the London *Times* managed to get hold of, by means best known to itself, was not an invention, but something very closely resembling the document actually submitted to BISMARCK.

Under these circumstances, it would be impossible to exaggerate the new difficulties which NAPOLEON has created for himself. The contest which he appears to have been so eager to bring about, was one fraught with so much peril, that we might well suppose he would have desired to postpone it as long as possible. The opinion of England was against him from the first, and he has always shown extreme anxiety to remain on good terms with that Power. The discovery of this secret treaty would amply justify England in confronting him with something stronger than moral opposition. If, as is positively stated, the disgraceful proposals of France were instantly rejected by Count BISMARCK, the fact not only attests the superiority of the latter as a diplomatist and statesman, but it will be quite sufficient to insure for Prussia the steadfast support of Great Britain. In other words, supposing that Prussia is ever in danger of being struck down by France—a probability which grows smaller every day—there is no longer room for doubt that England would at once step in to the defense of her old ally, and that NAPOLEON would find himself so hopelessly overmatched that no possible combination could save him. The Emperor's denial of all knowledge of the outrage proposed to Prussia in his name, will not be believed in any quarter. No one will doubt that he is now endeavoring to wrest by force of arms the prize which a guilty intrigue failed to secure.

The disclosure of this conspiracy changes the aspect of the whole struggle. The attitude of Prussia, it is true, is not affected by it; but France occupies a position which threatens her with a disaster immeasurably greater than any she has sustained since Waterloo. While pretending to be acting in good faith with the English Government, NAPOLEON is revealed in the act of contriving a *coup d'état* for a parallel to which we must go back to the early days of his rule. Belgium seemed so secure that no one of late years has believed in the renewal of French aggression. Yet at the moment the Emperor NAPOLEON has undertaken the gigantic task of "subduing" Prussia, he has managed, by a trick of inconceivable baseness, to set England at his throat. Henceforth, it is no longer an issue between the North German Confederation and France. The Power which NAPOLEON most dreads now stands behind Prussia with her sword drawn. It is scarcely possible to imagine any loop-hole by which the Emperor can escape from the net he has spun around himself. His objects in waging war against Prussia were at least debatable. Count BISMARCK'S policy has often been such, as we have pointed out of late, to cast suspicion on a great cause. But there can be no two opinions with regard to the attempt made by France to entice Prussia into a crime which would have had no counterpart since the partition of Poland. France seems doomed to defeat in the awful struggle which she has taken upon herself, and she will have to thank the Emperor for the humiliation. If Prussia can beat her single-handed, there may be no outside interference. If she cannot, it is quite clear that the English fleet and English armies will go to her support, and when that happens the days of NAPOLEON'S rule are numbered.

Prophecies and Probabilities.

The Democratic journals despise the excellent advice of the venerable Mrs. Glasse. They are counting the gains of victory before victory has been achieved. They are confident that their party will receive large accessions of strength from the Fall elections, and tell in advance the complexion of the new House of Representatives. We recommend them to wait until the hare is caught before discussing how it shall be cooked.

The South is perhaps the most prolific source of Democratic hope. "A clean sweep of the Congressmen by the Conservatives," is predicted in that section—"always provided," as the *World* puts it, "that open violence be not resorted to by the present Radical State Governments." The phrase will excite a smile when the real nature of the influence to be feared is understood. There was open violence at the polls in Louisiana and Georgia, when the last elections were held, but in every instance it happened that the Democrats were not the sufferers. Their game in all the Southern States was, first, to try to bamboozle the colored voters, next to scold and threaten them, and, finally, where violence was possible, to drive from the polls those who were about to vote the Republican ticket. The "Radical State Governments" were not always able to secure freedom of election. This time, we trust, their arrangements will be made effective. Let there be free and honest voting, and for the rest we shall be content to wait. The evident intention of the Democracy to fight under false colors shows that they are not sure of victory, after all. When a party disavows its name, and attempts to conceal its Democratic nature under the cloak of "conservatism," we may fairly conclude that it despairs of the result to be otherwise reached. Trickery is not usually a sign of strength; and the trickery in this case depends for its success upon the credulity of Republicans.

The second basis of anticipated victory presupposes an improbable degree of blundering on the part of those who will control Republican nominations in the North and West. It is assumed that the Republicans will enter the field so fettered by the monopolists, that the Democrats will be able to profit largely by the rapidly rising demand for a reduction and reconstruction of the tariff. The tariff question, however, is not a party question. There are Republican free-traders as well as Democratic ultra-protectionists. Monopoly derives support from both parties. Our stupid Navigation laws, which at this moment render the country unable to profit by a great opportunity, had no more zealous champion in Congress, when President GRANT'S special message was under consideration, than a prominent Democratic member from New-York. It is folly, therefore, to assume that a straight line can be drawn between the two parties in the struggle for deliverance from laws and taxes which cripple the nation, and impose on the people burdens as vexatious as they are disastrous. So far as the Democratic calculation proceeds on the opposite hypothesis, it is manifestly wrong.

Republicans will err grievously, nevertheless, if they altogether discard the warning which Democratic confidence upon this point suggests. There are some among them who imagine that the mission of their party is identified with high duties, imposed in the interest of limited classes—which may be taken to be a polite way of describing monopolies. These men will endanger the success of the party, wherever they succeed in making it responsible for the nomination of conspicuous abettors of monopoly, or for the introduction of tests or declarations of principle designed to defeat tariff reform, and to perpetuate the laws which secure to Great Britain supremacy in the carrying trade. The Republican Party has a record which may enable it to dare something, and even to blunder not a little. It cannot afford, however, to identify itself with a statute that operates adversely to a vital national interest, or with a tariff which sacrifices industries, and impoverishes the people, to enrich a class whose greed knows no bounds. We have deprecated the intolerance that would make free trade an issue, to be forced at all hazards upon the Republican Party. But it has a parallel in its inexpediency when Republican managers endeavor to pervert the power of the organization for the benefit of a cause in itself injurious, and, in the public estimation, rapidly becoming odious.

The States most surely growing in political strength are those which suffer most from the existing system. The West may be cheated out of some advantages for a time, but nothing can prevent the final exercise of its influence as the controlling section in the Union. The certainty that it will be in the ascendant is a guarantee against the permanence of monopolies as a political power. Meanwhile, the Democrats, who predict victories as a result of Western discontent, reckon without their host. The West is staunch in its opposition to unjust taxes and unwise laws, but it is also staunch in its adherence to the Republican Party. Democracy thrives best in large cities, with their masses of ignorance and criminality—their facilities for corrupt organization and systematized fraud. The rural parts are against Democrats, and the great West, with its free lands and its sturdy independence of character, is especially against them. We rely, in no small degree, on Western intelligence and spirit to counteract the plots of Pennsylvania monopolists, and so to widen the usefulness of the Republican Party as to secure to it the continued control of the National Government.

The Yacht-Race.

It seems almost incredible that two yachts should set out into the broad Atlantic to run a race, and after an interval of twenty-four days make their appearance at a given point within two hours of each other. The accident of either competitor catching a lucky breeze an hour or two earlier than the other would be all that was required to decide so extraordinary a race as this. And this accident really occurred. The *Cambria*, after struggling against adverse winds for more than a week in the hope of making port, suddenly found her sails filled with the welcome breeze, and was thus enabled to reach her destination first. The *Dauntless* met with the same wind a little later, but the difference was enough to lose her the race. It is evident from the logs of the vessels, published in another part of our paper, that splendid seamanship was exhibited in both. But even in this inconstant world, there is nothing so fickle as the winds of heaven, and on this occasion they have not brought victory to the side which, we must confess, has had our best sympathies from the first.

Mr. BENNETT, like many another man before him, has narrowly missed a triumph which he well deserved. Mr. ASHBURY will not think it ungenerous if we allude to the fact, which everybody knows, that Mr. BENNETT made great sacrifices, and incurred many inconveniences, in order to bring about this contest. He is proud of American yachting, and it would be very hard indeed to name a man who has brought more honor and renown upon it. In pluck, energy and liberality, he is as fine a specimen of the American yachtsman as we are ever likely to have among us. It was quite natural, therefore, that he should carry with him in this adventure our hearty good wishes. But good wishes will not fill the sails of any man's yacht, and Mr. BENNETT must console himself in defeat with the reflection that he did everything a brave man could to win success. He has done so much to distinguish himself in yachting that fortune may have deemed it only fair to let the laurels for once go to an antagonist.

It would be very unjust to say that it is a waste of time to devote between two and three weeks to a race of this kind. Apart from all questions relating to the construction of yachts, it is quite certain that the contest must tend to develop many personal qualities of no slight importance and value in the great race of life. Presence of mind, endurance, and an intrepid spirit, are advantages which no man can afford to dispense with in the sharp contest which most of us have daily to carry on. If Mr. BENNETT had not possessed these qualities, he would scarcely have made the voyage in the *Henrietta*, but his two great ocean races must have tended to develop them still further. If he should ever challenge another turn of fortune's wheel, we may hope he will repeat his first success; but, in reality, no better wish can be offered for him than that he should now steadily pursue the useful and honorable career which lies before him. As for Mr. ASHBURY, it is unnecessary to ask for him a cordial reception, since his fellow yachtmen are sure to accord him that. The race is much too close to enable us to say that he owns a better yacht than the *Dauntless*, but at any rate he will have as many opportunities as he can desire, of putting his vessel to the test. He will probably never again win so great a prize as he has now done, by a hair's breadth.

"Drapery Misses."

A French journalist, M. BERTRAND, has discovered a new trade, which he says is carried on in London. It is the delight of many Parisians to detect fresh and heinous sins in the British capital, which, through the pens of its writers, has so long flaunted virtuous indignation before the eyes of naughty Paris. The gay denizen of the Boulevards regards London much as the people of other American cities regard Boston—that is to say, as a "whited sepulchre," whose misdeeds are real if not flagrant, and whose "rank corruption mining all within infects unseen." M. BERTRAND'S new trade is an illustration of this concealed turpitude, and his account of it must have been quite a delicious morsel for his current literary repast. It consists, as he explains, in carefully selecting handsome girls of low station, and, after making a strict bargain with them, adroitly teaching them to play the part of young ladies. They are washed, dressed in the fashion, given a few lessons in deportment and speech, and then judiciously exhibited in Rotten-row, the Zoological Gardens, the opera, and other fashionable resorts, until they "attract the attention and gain the heart and ultimately the hand of some rich man." The enterprising operator is a Matrimonial Agent. After him, of course, comes the deluge. "Little by little," says the delighted M. BERTRAND, "the poetic illusions of the honeymoon disappear, until at last the husband discovers that he has married a girl without position or education. So much the worse! But in the meanwhile the bargain has been struck, and the Matrimonial Agent has pocketed his premium."

These deceptive syrens are called, it appears, "Drapery Misses," and one reason why so many vulgar-looking women are at the head of rich men's families in England is that each of their husbands in the callow years of youth was caught by a "Drapery Miss." It seems to be taken for granted that while originally dazzled by the spells of his enchantress—aided by her ingenious preceptor—the average Englishman is totally incapable of perceiving the absence of the education and manner which are characteristic of young ladies. Any cook-maid with fine eyes, a profusion of sunny hair, and a superficial lacquer of style acquired, let us say, in six easy lessons, can subdue this amorous John Bull, and bear him off in triumph. The horrid truth subsequently dawns upon him by slow degrees. As passion cools reason assumes her sway, and the deluded Benedick looks around to take vengeance on the too accomplished agent who has betrayed him; but, meanwhile, that dexterous speculator has retired to some distant seashore, or secluded village, to prepare more "Drapery Misses" for the hymenial market. The happy possessor of the cook-maid makes the best of a bad bargain, and their future marital felicity is typified in the experiences of Mr. and Mrs. Caudle.

Although unable to accept M. BERTRAND'S amusing statement precisely as he would have us, we have no doubt there is some indirect truth in it, for the following reasons: It is admitted, and is indeed a subject of general complaint in England, that men shirk marriage, and especially shirk it in their own rank in life. Women are more numerous in England than men, and by natural laws, the reverse operation of which has been seen in California and Australia, are relatively less sought after. Living is very costly, female dress has been growing more extravagant, and at the same time female pretensions, including what relates to the government of the family, have become more exacting. Englishmen hesitate more, therefore, than they once did to put their heads in the noose. At the same time, the worship of mere beauty in women—for reasons easy to point out—is more prevalent than ever. By all these circumstances the chances of success for schemes like those of M. BERTRAND'S "Drapery Misses" manifestly increase. Eager to carry their point, neither the "Miss" nor her instructor is likely to be over-strenuous as to settlements, the victim, even if suspicious, as in fact he often would be, touching the obscurity of his charmer's origin, might secretly hope to be compensated by her economical habits in the future, and the lady's good looks might thus carry the day, when in other circumstances her intending spouse would shrink from matrimony altogether. M. BERTRAND is perhaps not so far wrong as regards the substantial occurrence of what he depicts, although he probably commits an error in declaring that to be a regular trade, which only presents itself as an occasional conspiracy. What is really odd about his story is, that M. BERTRAND should impute to London a business which at least four French dramatists, during the last few years, have, by implication, fastened upon Paris; a fact of which it appears not a little remarkable that a French journalist should be ignorant.

The New Troubles in North Carolina.

It is impossible to observe without regret, not wholly unmixed with shame, the statements which come day after day from North Carolina. That outrages of the most shocking character have been perpetrated with impunity in some parts of that State, is a fact which, unfortunately, admits of no dispute. Equally true is it, that if the ordinary processes of law are insufficient to secure the arrest of the offenders, the Executive of the State is entitled to the assistance of the Federal Government. So far, the case is in Gov. HOLDEN'S favor. But even the Governor, in his efforts to enforce the authority of law, should act within limits which the law prescribes. Gov. HOLDEN, however, has set himself up as a sort of dictator—proclaiming counties in a state of insurrection, perpetrating all manner of arbitrary acts through agencies unknown in a free community, holding persons in custody in opposition to judicial orders, and actually proposing to try them by military commission.

Proceedings like these were bad enough when a gigantic rebellion furnished exigencies which justified them. Now, they are not only startling, but, to all appearance, indefensible. They look particularly bad, moreover, because the State is the theater of an active canvass, which will culminate in an election next Thursday, and HOLDEN is so much of a partisan that the disinterestedness of his motives and the impartiality of his conduct are—to use the mildest term—doubtful. HOLDEN'S newspaper, the Raleigh *Standard*, boasts that he is "indorsed" by the President. We hope that the President, in his "indorsement," discriminates between acts in conformity with law, and in harmony with justice, and acts in defiance of law, and repugnant to American ideas of order and liberty. If United States troops are to appear in the transaction, at least let there be some guarantee against the application of their authority and influence to unworthy ends. There is a strong national aversion to military commissions in a State endowed with a regularly organized judicial system, and to the presence of United States troops as partisan auxiliaries at an election.

An Affair of Honor.

One of the amusements, as we learn from late English files, by which officers of her Majesty's forces are wont to enliven the tedium of garrison life, is the pleasant pastime of caning one another in the public parks. Some time since these gallant warriors were accustomed to divert themselves by "hazing" green ensigns, that is to say, shaving their heads or one side of their whiskers, and otherwise playfully maltreating them. But when two officers were dishonorably dismissed the service for some exaggerated witticism of this description, the practice fell into disrepute, and lively subalterns had to find some other outlet for their superfluous vitality. And now they appear to have found it. Two Majors recently quarreled—about a lady, of course. A challenge was sent and declined, whereupon the challenger sent word to the challenged that he should cane him "on sight." The two heroes shortly met in Hyde Park, both armed with stout sticks—one of the sticks, we are told, "being made more efficacious for its particular purpose, by the insertion of a very perceptible quantity of lead,"—perceptible, we suppose, by the head with which it came in contact. The combatants, without any preliminaries, fell upon each other with great fury, so that in a short time, they were completely exhausted, and beaten black and blue. The Police arrived in time to convey the wounded soldiers to the hospital, where they have had an opportunity of reflecting on the propriety of their conduct.

Whether this interesting exhibition was witnessed by the public in a ring, after the British fashion, we are not informed. Nor is it recorded that the martial contestants were of Irish birth, as their skill in the use of their chosen weapons would seem to show. But in any event their novel duel can scarcely fail to elevate in public estimation the service they adorn. If two American officers of similar rank had so disported themselves in Central Park, we should have been treated to a fine exposition of "Yankee barbarity." But with British officers the case is different. They are gentlemen by birth, and presumably by education, and such an encounter with them becomes a gentlemanly eccentricity. We shall expect to hear before long that the precedent thus established has become a custom, and that the use of the cudgel is being regularly taught at Woolwich by accomplished stick-players from the Emerald Isle.

Details of the movements of the hostile armies on the French and Prussian frontier continue to be meager and unimportant. It is scarcely probable that the incursion made into the Belgian province of Luxembourg by one hundred Frenchmen, singing the "Marseillaise," will be considered as a technical violation of the neutrality of the Kingdom of LEOPOLD II., about which England is at present so anxiously concerned. The concentration of the Prussian forces at Mayence is probably significant of a determination to permit the French troops to be the first to assume the offensive on a large scale. Posted in the center of a line which has Coblentz at one extremity, Manheim at another, and the fortress of Frankfort-on-the-Main immediately behind the nucleus of operations, the defensive resources of the Prussian position would be very great. Of course, the point of attack to be selected by France may materially modify the plans of King WILLIAM, but if the Emperor should resolve to respect, for the present, the soil of South Germany, he must move forward at right angles to the line indicated. His much talked of advance into Hanover would lead him across the assumed line of defense.

* * *

While all Europe is discussing the mysterious Franco-Prussian treaty for the absorption of Belgium, that Kingdom must feel peculiarly outraged by a scheme which, if successful, would have been utterly destructive of its methods of social and industrial development. The mere ownership of the territory by any particular Power might be changed and history be only repeating itself. Belgium has never enjoyed what may be called international independence. It has at different periods been a possession of France, of Spain, of Austria and of Holland; and even now its existence is guaranteed by other Governments. But the Belgian Government has fostered an economical policy different from any other, and one especially suited to the very diversified character of the national industries. It has retained control of, and operated the canals and railroads, upon the principle that good and cheap internal communication is a most important means of promoting the prosperity of a State. The refusal, some time ago, of the transfer of the Luxemburg Railway to a French company, even at the risk of offending NAPOLEON, was in conformity with this policy. It is easy to judge, therefore, with what indignation the people would view a political transfer which would certainly involve the destruction of their chief element of prosperity, as well as their political existence.

* * *

The injustice and hardship inflicted upon pensioners, by fixing the periods of payment at long intervals, are mitigated by one of the acts of the recent session of Congress. The least the Government should do, is to adapt its methods to the wants of an almost helpless class, and to protect from rascality those who are pre-eminently entitled to the nation's protecting care. It is not enough that an effort is to be made hereafter to prevent the recurrence of frauds that have been notorious: justice requires that ascertained frauds shall be investigated, and that their perpetrators shall, if possible, be punished. The Commissioner of Pensions, who has instituted an inquiry, will not pause, we trust, until he has uncovered the wrong, and brought to light all connected with it. Whether great men or small men suffer from the exposure, let us have the whole truth.

* * *

With reference to the state of preparation in which Prussia enters into the present struggle, a writer in the London *Standard* recalls the highly important fact that the system which fixes the Prussian Army at one per cent. of the population, fixes also her army estimates at two hundred and twenty-five thalers per man. Hence, if Prussia wants new or improved material of war; if she wants to carry on experiments or to arm forts, she must do so by reducing the number of men. This she is said to have done to such an extent that the strength of her active army, nominally three hundred thousand men, has been reduced to about two hundred thousand. Prussia is also stated to be in the act of changing her infantry arm and substituting a new needle-gun, while her supplies of ammunition are said to be meagre. In view of such facts, the writer concludes that the time which France has chosen for the attack is, in a military point of view, well chosen.

* * *

A common-sense interpretation of the legal responsibility of railroad companies for injuries done to passengers, has received the sanction of the Supreme Court of Pennsylvania. Usually, companies contend that passengers who suffer from an accident on the road are bound to prove negligence on the part of the company or its servants. The difficulties which obstruct this course often amount to a denial of justice. The Pennsylvania Court throws the onus of proof on the company—accepting the accident as presumptive evidence of negligence, whether in reference to defects in the road, or in the engines, or the cars, or in reference to acts of the employes. It remains for the company to prove that the accident resulted from causes beyond its control, or from the negligence of the passenger—or to pay the penalty. This decision, if acted upon generally, will further the ends of justice, and by increasing the consciousness of corporate responsibility, will impart greater safety to travel.

* * *

The London *Economist*, of the 16th inst., contains a carefully-prepared statement of the depreciation in the leading national stocks, consequent upon European complications, between July 4 and 12. It must be borne in mind that this was before the formal declaration of war by France, and that the entire depreciation of such securities has now reached at least double the amount quoted. Next to Turkish stock, the largest fall occurred in French Rentes, which, on the first-mentioned date, were quoted at 72 66, and on the latter at 66 50, and, taking the total amount of the stock so affected at two thousand five hundred millions of dollars in gold, the total amount of depreciation on the 12th July was one hundred and eighty millions of dollars. Our own securities had fallen from 90⅝ to 87⅝, and, calculating the total stock affected at two thousand one hundred millions of dollars, we have a total depreciation of sixty-three millions three hundred thousand dollars. It is calculated that the total depreciation of Government stocks had, on the date referred to, reached the sum of four hundred and fifty millions of dollars in gold; and, taking into account the subsequent movement in the same direction, the cost of a European war, before even a single shot is fired, becomes a very formidable affair. Of course, an immense catalogue of railway and other shares suffered a similar fall, and swelled the total to a proportionate degree.

WASHINGTON.

Statement From the Treasury Department—The Receipts and Expenses Since 1860—The European Mails—Courts Martial—Personal.

Special Dispatch to the New-York Times.

WASHINGTON, July 27.—By direction of Secretary BOUTWELL, an interesting statement has been prepared at the Treasury Department, showing in detail the receipts and expenditures of the Government, from the 30th of June, 1860, to the close of the last fiscal year. The aggregates are shown by the following table:

	Expenditures.	Receipts.
1860	$63,025,789 34	$55,976,833 89
1861	66,357,127 20	41,344,983 82
1862	474,744,781 22	51,935,720 76
1863	714,709,995 58	111,399,766 48
1864	855,234,087 86	260,632,717 44
1865	1,290,312,982 41	329,567,885 66
1866	520,809,416 99	560,259,353 00
1867	357,542,478 71	490,634,010 27
1868	337,310,284 86	405,638,083 32
1869	321,490,597 75	370,943,747 21
1870	292,111,269 31	408,831,372 42
Total	$5,303,700,811 23	$3,087,155,475 30

The public debt was in 1860 about $100,000,000. It is now $2,216,545,335 93. The following items show how this $5,303,700,811 23 has been disposed of since the fiscal year commencing June 30, 1859:

For the executive, $56,000,000; for the judiciary, about $15,000,000; for the army and volunteers, $1,140,632,060 94—$328,000,000 of this having been expended in the year 1865. For the Quartermaster's supplies, engineers' and miscellaneous supplies of the War Department and army, $2,146,776,896 53; for bounties from 1863 to 1870, $98,208,000; for the navy, $480,043,081 25; for pensions, naval and military, $136,931,457 58, about $2,130,622 53 of which was expended before the rebellion commenced; for the Indians, $33,287,017 78; for interest on the public debt, $851,850,713 29, of which $3,177,314 62 was expended in 1860, and $4,000,173 76 in 1861; for Congress, $38,939,649 78; for public buildings, over $17,000,000; for deficiencies in the Postal service, over $25,000,000; of which $8,196,009 26 was expended in 1860, $4,064,34 44 in 1861, and about $4,950,000 in 1870; for improvement of rivers and harbors, nearly $13,000,000, nearly $11,000,000 of which has been expended since 1867; for foreign intercourse, over $20,000,000, $7,200,000 for Alaska being counted in this aggregate; for expenses of collecting the Customs revenue, $52,591,811 93; for expenses of collecting the internal revenues since 1866, $39,000,000. The balance, of over $175,000,000, is charged to various miscellaneous expenses.

The full receipts from all sourses for the fiscal year ending June 30, 1870, are as follows:

Customs	$193,931,346 40
Internal revenue	183,216,219 01
Public lands	3,232,274 34
Miscellaneous	28,398,532 71
Total	$408,831,372 42

THE EUROPEAN MAILS.

The agents of the German steam-ship lines have not abandoned all hope that the French Government will yet consent to the request to exempt from seizure ships of either belligerent when carrying the United States mails, and that they will thus be enabled to resume their trips. The American counsel for these lines expect soon to start for France to confer with Minister WASHBURNE, and explain to the Emperor the friendly feeling which a favorable consideration of their request would arouse in this country. The German companies have received assurances from the Postmaster-General that their contracts will not be vitiated in consequence of the interruption of the service, which they have hitherto performed to the satisfaction of the Department.

REVENUE MATTERS.

Secretary BOUTWELL and the Commissioner of Internal Revenue have decided to use one uniform lock upon all bonded warehouses, distilleries and customs offices. The patent to be adopted will be determined by a commission, to be hereafter appointed by the Secretary. It is proposed to have the new locks placed in use by the 1st of October, when the new Tax and Tariff law goes into effect.

COURTS MARTIAL.

It has been decided to abolish the allowance of $1 per diem to officers serving on courts martial or attending as witnesses thereon, but the mileage of ten cents per mile of travel will still be allowed. The court martial in the case of Lieut.-Col. and Brevet Brig.-Gen. JAMES TOTTEN, Assistant Inspector-General, charged with "insubordination, neglect of duties, and conduct unbecoming an officer," have found him guilty of the offenses charged, and sentenced him to be "dismissed the service." The findings and sentence of the Court have been approved by Gen. SHERMAN, and forwarded to the President for his final action. This result occasions much regret in army circles here, as Gen. TOTTEN has served with credit for nearly thirty years. He graduated at West Point, and was commissioned Second Lieutenant in the Second Artillery in 1841, and served with his regiment in the Mexican War.

ADMIRAL FARRAGUT SERIOUSLY ILL.

A dispatch was received today by Secretary ROBESON announcing that Admiral FARRAGUT was seriously ill, in all probability dying, at his residence on Thirty-sixth-street, New-York.

PROMOTIONS IN THE INTERIOR DEPARTMENT.

Secretary Cox has issued orders that hereafter all promotions in the various Bureaus of the Interior Department shall be based upon the results of competitive examinations.

PERSONAL.

Assistant Secretary RICHARDSON arrived here to night, to take charge of the Treasury Department, in the absence of Secretary BOUTWELL. Commissioner PARKER returned from New-York today, having made the necessary purchases of Indian supplies.

Dispatch to the Associated Press.

REVENUE DECISION.

In reply to the question whether a cigar manufacturer, who manufactures by contract for another cigar manufacturer, can use the brand, caution table, label, &c., of the last-named manufacturer, the Acting Commissioner of the Internal Revenue states that the actual manufacturer must use his own brands and labels. He cannot use upon cigars which he manufactures the brands and labels of another manufacturer.

THE SEAL-FISHERY CONTRACT.

The award of the privilege of taking fur seals on the Islands of St. Paul and St. George, in Alaska, has not yet been made. The Secretary of the Treasury has referred the bid of LOUIS GOLDSTONE, made for FISCHELL & Co. and TAYLOR & BENDELL, to the Attorney-General, for his opinion as to its validity.

THE NEW CURRENCY LAW.

Controller HULBURD has called upon all the members of Congress in the States entitled to additional circulation under the new Currency law, asking for information as to the towns where new banks are needed, their population and the amount of circulation required.

Personal.

Mr. J. W. SIMONTON, General Agent of the Associated Press, and lady, were among the passengers from Brest by the *Ville de Paris*.

Rev. E. D. G. PRIME, D. D., with his wife, arrived here in the steam-ship *Anglia*, on the 21st, having completed a journey around the world. Dr. PRIME left New-York just one year ago, spent one month on our Pacific coast, two months in Japan and China, two months in India, and several months in Egypt, the Holy Land, Turkey, Greece, Italy and Europe generally. The traveling time directly around the world he reports to be seventy-five days. He has traveled during the year between 30,000 and 40,000 miles, of which more than 3,000 were in the interior of India; he has never met with the slightest accident, nor even with an hour's detention, although in many perils by land and by sea. He was as far north in China as Shanghai, was subsequently within one degree of the equator, and, on the first day of January, was on the summit of the second range of the Himalayah Mountains, on the borders of Thibet. Dr. PRIME returns to his duties in connection with the *Observer* with completely renovated health.

THE WAR.

Concentration of the Prussian Forces at Mayence.

Rumored Engagement and Defeat of the Prussians.

Belgium Invaded by a Band of Frenchmen Singing the "Marseillaise."

The Empress Made Regent of France.

Further Explanations Regarding the Proposed Secret Treaty.

TELEGRAPHIC REPORTS.

The Prussians Concentrating at Mayence—Arrival of King William at that Point—A Queer Rumor—A Battle Somewhere.

PARIS, July 27.—*La Liberté* has the following information from the scene of war: The Prussians have evacuated Weisserbillig, and at Treves they have only two squadrons of cavalry. They are concentrating at Mayence, where King WILLIAM arrived last night. There is a rumor of an engagement yesterday, in which thirty Germans were killed and eighty were made prisoners, without loss to the French. No details of the fight or confirmation of the report have yet been received. The evening journals report that a Prussian Major was arrested in Metz, and released on 10,000 francs bail.

TREVES, July 27.—The French, yesterday, violated the neutrality of Luxembourg. A party numbering a hundred men, from Serck, crossed to Schlenge, singing the "Marseillaise."

The Secret Treaty—Statements and Comments of Berlin, Paris and London Journals—Explanations of the French Official Organ.

BERLIN, July 27.—The *Correspondence* of today prints the text of the treaty the French Emperor offered the Count VON BISMARCK. In its comments the *Correspondence* says that the Emperor waived all opposition to German unification, provided Prussia would abet the French acquisition of Luxembourg and the reduction of Belgium. The minutes of the Escrow Treaty in BENEDETTI's autographs are preserved in the War Office at Berlin. Before the war of 1866, between Prussia and Austria, NAPOLEON had offered to aid Prussia with 300,000 men with which to attack Austria, as an equivalent for a cession to France of the territory on the left bank of the Rhine.

PARIS, July 27.—All the French organs represent that the secret treaty was not seriously proposed by France, but rather as an attempt to test BISMARCK. The *Journal Officiel* has an article, this morning, on the pretended treaty recently published, having for its object the acquisition of Luxembourg and Belgium by France, on the condition of France's not opposing the union of the States of the South with the North-German Confederation. After the Treaty of Prague, in 1866, several conferences were held at Berlin between Count VON BISMARCK and the French Ambassador on the subject of a project of an alliance. Some of the ideas set forth in the *Times* were then advanced, but the French Government never had any knowledge of the project described, and as far as the propositions which were discussed at the interviews mentioned, the Emperor rejected them. It can escape no one that this publication on the part of the London *Times* is designed merely to influence public opinion in England.

LONDON, July 27.—The *Times*, today, maintains that its publication of the proposed secret treaty between France and Prussia has had one good effect; it has secured the neutrality of Belgium, which, without the warning, would have been liable to violation at any moment.

LONDON, July 27.—M. OLLIVIER, in a letter to a friend here, denies the negotiation by France of the alleged secret treaty with Prussia. The French Minister of Foreign Affairs positively denies that France has entertained the idea of annexing Belgium.

The Empress Made Regent of France—Her Powers and Duties—She is to Serve While the Emperor is off to the War—More Soldiers Called Out—The Bishops Ordered to Pray for the Success of the Cause of France.

PARIS, July 27.—The *Journal Officiel* this morning publishes a decree conferring the title of Regent on the Empress, with authority to exercise the functions of that office during the Emperor's absence from the capital. The Administration will be guided in its policy by instructions and orders prepared by the Emperor, and to be inscribed in the Book of State, and made known in general orders of the service. The Ministry will have cognizance of the Emperor's wishes and instructions, beyond which the Empress will not be authorized to proceed in any case in her capacity of Regent. The Empress will preside at the Ministerial Councils, but will not have power to promulgate any other laws than those now pending before the Legislative Chambers. Another decree names a commission, under the Presidency of the Empress, to distribute to the army the gifts, in furtherance of the war, tendered by patriotic persons....Another decree is published calling for active duty 90,000 men of the contingent of 1869. The Departments of Moselle, Haut Rhin and Bas Rhin have been declared in a state of siege....Another circular from the Prime Minister calls upon the Bishops to offer public prayers, "to place France, her chief, and the noble infant who goes to battle at such tender age, under the protection of Him who holds in his hands the fate of battles and the destinies of peoples. At the time when our heroic army is on the march, let us ask God to bless our army, and to grant that a glorious and durable peace may quickly follow the griefs and sacrifices of war."

Proposed Treatment of Prisoners by the French—What the Paris Newspapers Can and Cannot Print—Warning to Spies.

PARIS, July 27.—The *Journal Officiel* of today says: "We have intelligence that a rumor has been circulated on the other side of the Rhine, that the Emperor has given orders that prisoners of war will be treated with the utmost rigor, and placed outside the protection of the law of nations. This report is absurd. So far is it from being true, that on the contrary, the Emperor desires to treat prisoners with the greatest humanity." A circular from M. OLLIVIER, citing a discussion of the question in the Corps Legislatif, says the journals are only forbidden to mention movements of troops or preparations for active operations. They have the right to speak of events of the war in the light of accomplished facts. The *Journal* adds, as a matter of duty, a reminder to all persons that by the terms of Article 77 of the penal code, any person giving intelligence to the enemy of movements of the army, or giving aid in money to hostile forces, will be punishable with death. The *Journal* reminds non-political newspapers that they are not entitled to print anything relative to the war.

An Explanation Demanded of M. Grammont by the Spanish Government—Business in Constantinople Affected by the War—The English Blue Book on the Situation.

LONDON, July 27.—The Spanish Government has demanded of the Duke DE GRAMMONT an explanation of the assertion made by him, in an address to the Corps Legislatif, that the Cortes were to be surprised into voting for the Prince of HOHENZOLLERN.

CONSTANTINOPLE, July 26, via PARIS.—The war demoralizes business here. Many failures have occurred, and more are expected. Official notification has been received by the Porte, from Vienna, of Austria's neutrality.

WIESBADEN, July 27.—The Duke of NASSAU, having been invited by NAPOLEON to join the French Army, replies that his services are pledged to Prussia.

LONDON, July 27.—The English Blue Book, containing correspondence relative to the candidature of the Prince of HOHENZOLLERN, was published this morning, but it adds no new facts to the history of the case. The upshot of the correspondence is that Earl GRANVILLE, failing to prevent war, sought, with as little success, guarantees for the safety of secondary neutral Powers.

PARIS, July 27—3½ P. M.—The *Gaulois* repeats the rumor that an American legion of 500 men is organizing here, under the command of a French officer. The report is still regarded as doubtful.

Reply of Baron Gerolt to Secretary Fish's Note—His Satisfaction with Its Contents, and the Attitude of This Government.

WASHINGTON, July 27.—The following communication has been received at the State Department:

LEGATION OF THE NORTH GERMAN UNION,
WASHINGTON, July 25, 1870.

The undersigned, Envoy and Minister Plenipotentiary of the North German Union, has the honor to acknowledge the receipt of the note of Hon. HAMILTON FISH, of the 24th inst., and to express at the same time his particular satisfaction with the contents of said note, in which so gratifying a mention is made of the harmony which has existed since 1784 between Prussia and the United States in regard to their constant policy and principles in favor of the freedom of private property on the high seas in time of war. The undersigned will hasten to communicate this note to his Government, and he cherishes the hope that the Government of the United States, on the present occasion of a destructive war now waged in Europe, by which the commercial interests of both the United States and Germany are so seriously endangered, will use their high position and influence to obtain, as a principle of international law, the universal acknowledgment of the liberal policy of the United States in regard to private property on the high seas. The undersigned has the honor, &c., &c.

BARON GEROLT.

An error was made in the publication this morning of Secretary FISH's letter to Baron GEROLT, which is deemed of sufficient importance to be corrected. The sentence in which the error occurred reads in the original as follows:

"It is now nearly a century since the United States, through THOMAS JEFFERSON, BENJAMIN FRANKLIN and JOHN ADAMS, their Plenipotentiaries, *and Prussia, under the guidance of the great* FREDERICK, entered into a treaty of amity and commerce," &c.

Enthusiastic Meeting of Germans in Boston—Faneuil Hall Crowded—Earnest Speeches and Resolutions.

BOSTON, July 27.—The Germans of Boston and vicinity assembled in Faneuil Hall, this evening, to the number of about 3,000, to give expression to their sympathy with Fatherland in the approaching struggle with France. The rostrum was appropriately draped with German and American national insignia, and a German band discoursed patriotic music from the balcony, which contained many ladies. Mr. FRED. KRAUSE called the meeting to order, and introduced Mr. F. GELDOWSKY, who was chosen to preside, and made remarks which were warmly received on the crowded floor. Mr. E. C. F. KRAUGS followed in a speech which thoroughly awakened the enthusiasm of the meeting. His criticisms on NAPOLEON's course and historical arguments in favor of the stand Prussia had taken were thoroughly appreciated. He claimed that Prussia would be found in a condition far different from that when Jena was fought, and it was for the interest of Europe to put an end to Napoleonic rule as it had once done before. The North German Hymn, by KELLER, was performed at the conclusion of the speech and heartily encored.

Rev. F. H. HEDGES, D. D., of Brookline, as an American, expressed his great interest in Germany as the fatherland of his mind, and gave his whole sympathy with Prussia, as he believed every true American would who understood the war was to be fought for German unity against NAPOLEON's schemes to pulverize that country into a bundle of petty States. He had confidence in the success of the Union, for it had right on its side. He closed by applying a saying about Pope BONIFACE, that "he came in like a fox, ruled like a lion, and died like a dog," to LOUIS NAPOLEON, and stating his belief that that application would prove correct. A series of seven resolutions was then read and unanimously adopted.

The preamble declared the right of every nation to conduct its affairs in its own way, without foreign interference, and asserted in strong terms that NAPOLEON had forced war upon Germans, on the most frivolous pretexts. The resolutions expressed sympathy for the Fatherland, and assured the soldiers of King WILLIAM that their brethren in America were prepared to prove it in a practical way. They deemed the bearing of Prussia in its correspondence, moderate and dignified, and NAPOLEON's declaration of war, a wanton crime and a fresh proof of his selfish character, and indulged in the hope that their countrymen would repulse their foreign foes and secure to the German Union the position among nations which was its due, and cheerfully proffered the pecuniary assistance to Germanism.

Hon. THOMAS RUSSELL, Collector of Boston, made a stirring address, heartily in accord with the sentiment of the meeting. He characterized the war as the most causeless of any yet waged for the advancement of personal aggrandizement.

A telegram from Gen. SIGEL was read, regretting his inability to attend and expressing confidence in the German victors. A committee to take charge of the widows' and orphans' fund was appointed, and the meeting dissolved after a speech from Mr. S. K. KOEHLER, who expressed no admiration for King WILLIAM as a ruler, though he urged the Germans to support him as a representative of the German Union.

Meeting of Germans in Philadelphia—Dispatch to the King of Prussia.

PHILADELPHIA, Penn., July 27.—A very large and enthusiastic meeting of Germans was held this evening at Concordia Hall. Dr. E. MORWITZ, of the German *Democrat*, presided. Speeches were made by Dr. Morwitz, Prof. O. Zindenstriker, Dr. G. Kellner, P. Ketterlinnes, R. W. Murkle and others. Great applause was elicited when Mr. J. F. E. SIGIER, of Easton, was introduced. He fought at Waterloo while serving as a volunteer in the First Pommeranian Regiment. An address to the German people and a series of resolutions were adopted, pledging not only the sympathy of the German-Americans to the Fatherland, but works of humanity in assisting and relieving the widows and orphans of those who sacrifice their lives for the defense and honor of Germany. It was further resolved to send the following dispatch to Germany:

PHILADELPHIA, July 27, 1870.

To the King of Prussia:

The Germans of Philadelphia, assembled in mass meeting, send their ardent wishes for the victory of the German nation over its hereditary enemy. We will prove our sympathy for the old Fatherland by deeds.

In behalf of the meeting,
(Signed,) DR. E. MORWITZ, Chairman.

A collection for the aid of widows and orphans of German soldiers was taken up, and resulted in obtaining several thousand dollars.

Scandinavian Meeting—Sympathy with France—Telegram to the Emperor and His Reply.

CHICAGO, July 27.—The Scandinavians held a meeting a few nights since at the Williams' House, and passed resolutions in sympathy with France. The following telegram was sent to NAPOLEON:

To the Emperor of France:

The Scandinavians of Chicago send greeting to your Majesty, with the earnest hopes for the success of the French arms.

Yesterday the following reply was received by the French Vice Consul in this City:

The Emperor begs M. EDMOND CARRY to thank, in his name, the Scandinavians of Chicago for the sympathy manifested by them towards the cause of France.

Enthusiastic German Meeting in Lancaster, Penn.

LANCASTER, Penn., July 27.—A large and enthusiastic meeting of the friends of Prussia and German unity was held in Centre-square this evening. A band of music and the Mænnerchor Singing Club were present, and added interest to the meeting. Hon. O. J. DICKEY, member of Congress from this District, and ABRAM SHAUK made speeches in English, and Messrs. REES, TREAUFF and RAUCH in German. The feeling of all classes in the German district seems to be strongly in favor of Prussia.

LOCAL REPORTS.

German Patriotic Aid Society.

The following subscriptions have thus far been received by Mr. PHILIP BISSINGER, the Treasurer of the German Patriotic Aid Society of this City:

Baron von Gerolt, $500; Dr. Johannes Roesing, $500; Philip Bissinger, $500; Oelrichs & Co., $1,000; Oswald Ottendorfer, $1,000; Bauendahl & Co., $2,000; Jay & Co., $1,000; E. W. Holberg, $500; Hugo Wesendonk, $100; H. Becker & Co., $500; Fred. Vilmar, $500; C. Rose, $500; Messner, Ackerman & Co., $250; E. O. Zadek, of Mobile, $50; Ed. Luckmeyer, $1,000; G. H. Kunoth, $1,000; A. M. Mosle, $500; E. Pavenstedt & Co., $500; Chs. Unger & Co., $250; M. R. Baltzer, $500; Kremelberg & Co., $250; L. H. Meyer, $100; C. A. Aufmordt & Co., $500; C. Luling & Co., $1,000; Julius Hess, $100; Alfred Schlesinger, $500; E. Kuehne, $250; Emil Sauer, $100; Steinway & Sons, $2,000; Mrs. Charles Steinway, $300; Johannes Lienau, $500; M. Ritzmann, $100; Dr. E. Krackowizer, $100; Dr. A. Jacobi, $100; Willy Wallack, $100; Wm. Kuttruff, $100; Ch. B. Fallerstein, $50; S. Kauffmann, $100; Chr. Meyer, $50; Rutten & Bonn, $250; J. Schuster, $250; Meyer & Greve, $250; Kuehn, Loeb & Co., $300; Col. Maidhoff, $100; Edw. Salomon, $100; Dr. Hugo Blanck, $100; Goldschmidt, Bacharach & Co., $50; Franz Ruppert, $100; Recknagel & Co., $1,000; L. Walter, $250; E. G. Toel, $500; B. Wendt, $100; Heye & Reis, $200; Henry C. Waeldin, $25; Waldheimer & Zeun, $8; Schmilinsky, Lotz & Co., $1,000; F. Sewendler, $100; Alfred Roelker, $100; Edw. Neuss, $100; Passavant & Co., $1,000; Ferd. Meusing, $1,000; F. Dufois, $250; Richard Schell, $250; Herm. Koop & Co., $200; L. E. Amsinck, $500; Jacob de Neufville, $100; Louis A. von Hoffman, $1,000; Ernst Heye, $50; J. G. Hertwig, $5; Unknown, $15; C. F. Dietz, $30; J. Windmueller, $25; J. B. Keller, $15; Herrm. Schall, $20; Ch. H. Lorch, $15; Herm. Mussehl, $15; O. Yenni, $5; D. E. Groenhagen, $5; Adolphus Glanz, $50; Carl Aman, $250; Dr. C. Henschel, $500; Aug. Belmont & Co., $1,000; Kunhardt & Co., $500; Popenhusen & Koenig, $1,000; H. Bocker & Co., $1,000. Total, $32,633.

The aims of the Society are to further the cause of Germany in the present European war, by raising money for the purpose of nursing wounded German soldiers and of assisting in the support of widows and orphans of German soldiers. The Executive Committee of the Society has 250 subscription books printed, which will be distributed among representatives of German societies of this City and other parties. The money raised by the several collectors will be handed in to the Treasurer every Saturday.

The War Feeling in Newark—The Germans and the French.

The patriotism of the German ladies of Newark is unabated. At a meeting held in Turn Hall, Tuesday night, many valuable contributions were reported to the Ladies' German Relief Societie's fund, and the Society hopes to render much valuable pecuniary aid to the patriots of the North German Confederation. The talk at all gatherings of Germans, is of the prospects of the war. On the other hand, the French enthusiasm seems entirely to have subsided. Their proposed mass-meeting for this week has evidently fallen through, and they have not had one public gathering, to give vent to their feelings, since the first news of a proposed war arrived.

WAR NEWS BY MAIL.

ARRIVAL OF THE STEAM-SHIP CUBA.

The steamship *Cuba* from Liverpool July 16, and Queenstown July 17, arrived at this port yesterday. She brings two days later English files than those brought by the *City of Paris*.

FRANCE AND PRUSSIA.

The War Question in the British House of Commons—An Interrogatory by Mr. Disraeli—Mr. Gladstone's Reply.

In the British House of Commons on the 15th inst., Mr. DISRAELI said: Sir, I rise to put a question to Her Majesty's Government not dissimilar from that which I addressed to them yesterday, though perhaps of a more specific character. I will not conclude with a motion, because I am at all times desirous to maintain the established custom of business. I think, moreover, it will be quite possible for me to bring my inquiry within the legitimate limits of a parliamentary question, and I am sure that if from want of skill I unwillingly pass for a moment those limits, the House will place a liberal interpretation upon our regulations, considering the gravity of the subject which has induced me to put the question. I am the less disposed to think I may not perform what I intend within the limits of a question because I rise at this moment, not to embarrass Her Majesty's Government, but, on the contrary, if it be not presumption in me to say so, to endeavor to assist and support them at a moment of extreme danger. The question I am going to put to the right honorable gentleman is this: Whether he can inform Parliament what, in his opinion, is the cause of the present disturbed state of Europe. It seems to me that the time has arrived when that question is strictly legitimate. There have been two causes mentioned by public rumor for this unhappy state of affairs. One alleged cause has been that a German Prince has been a candidate for the vacant throne of Spain. I dismiss that subject altogether, as not an element of the question I am addressing to the right honorable gentleman, and I advert to it only to render that question more perspicuous. I cannot induce myself to believe that in the nineteenth century, with its extended sympathy and its elevated tendencies, anything so degrading and so barbarous can occur as a war of succession. I may remark in passing that we have had an authoritative statement very recently from the Minister of France which at once disposes of the pretext that any pretensions of a German Prince to the Crown of Spain can be the cause of the present state of affairs. There is, in public rumor at least, another cause alleged, and it is with regard to that I wish to make an inquiry of Her Majesty's Government. It is said that between these two allies of Her Majesty's Government, between whom this unhappy misconception seems suddenly to have arisen, there have been for a long time many causes of misconception and misunderstanding, much jealousy and distrust, and many questions as to their mutual relations with other countries of Europe, which have been left open and unsettled, and that suddenly there has been a resolution in some quarters to bring about a precipitate settlement of those questions. Now, Sir, what I would venture to observe is this: If there be any truth in this statement, any foundation for the circumstances I allege, the cause of controversy between those allies of Her Majesty's Government is purely a diplomatic question. It has not arisen from an invasion of each other's territory or from any outrage which has been committed against the national honor of either nation, but it is purely a diplomatic question, and the causes have existed for some time. What I wish to bring before the consideration of the Government and of the House of Commons as the foundation of the question which I am going to prefer is this—that both these powerful States between whom this misunderstanding has arisen have, and have within a very short time, within only a few years, solicited the advice and prayed for the influence of Her Majesty to be exercised on their behalf. They have done more than that; they have entreated Her Majesty to enter into engagements, and even perilous engagements, with a view of furthering their interests, securing the peace of Europe, and giving them the opportunity, the happy opportunity, of terminating all the questions of dissidence between them. Sir, under these circumstances I must express my opinion that, whatever may be the political competence of France to declare war—and no one can question that—under those circumstances which I have recalled to the memory of Parliament, neither France nor Prussia has a right to enter into any war, no moral right, at least, to enter into any war, without fully and really consulting Great Britain, a country to the Sovereign of which, a few years ago, they appealed to exercise her influence, and even to enter into engagements, in order to preserve the peace between these two very countries. What I want to know from Her Majesty's Government is, whether, in the representations they have made, and, I have no doubt, make with great zeal, with great energy, and with great anxiety, to the Courts of the Tuileries and of Berlin, this view of the case by England has been fairly put before them. I make no doubt that the usual representations which at so critical a time would be made by the authority of England have been preferred; but we have arrived at a moment when it is not sufficient to dilate upon the horrors of war and the blessings of peace, when it is not sufficient to dwell upon the abstract principles which ought to induce any State that meditates disturbing the general peace to appeal to the comity of nations. That, to my mind, is not sufficient now. I do not for a moment wish the House to suppose from the tone in which I express myself that I doubt Her Majesty's Government have fulfilled the task I describe, but its public announcement would, I think, have a beneficial effect upon Europe at the present moment. I say it is the duty of the Government, which I trust and believe they have performed, to bring before the consideration both of France and of Prussia the peculiar claim which Great Britain has at this moment upon their confidence, upon their trust, and for a reasonable deference to her counsels. I wish, therefore, to know from Her Majesty's Government whether they have urged this view of the case on France and Prussia—whether they have reminded them of the great sacrifices and of the great exertions which at their request and instigation only a short time ago the Queen of England made in order to advance their interests, secure the peace of Europe, and give them an honorable opportunity of terminating their differences. That is the question an answer to which I shall be glad to receive from Her Majesty's Government. I will only venture before I sit down to express my individual opinion that the ruler of any country who at this time disturbs the peace of Europe incurs the gravest political and moral responsibility that it has ever fallen to the lot of man to incur. I hear, Sir, superficial remarks made about military surprises, the capture of capitals, and the brilliancy and celerity with which results which are not expected or contemplated may be brought about at this moment. Sir, these are events of a bygone age. In the last century such melodramatic catastrophes were frequent and effective; we live in an age animated by a very different spirit; I think a great country like France and a great country like Prussia cannot be ultimately affected by such results; and the Sovereign who trusts to them will find at the moment of action that he has to encounter, wherever he may be placed, a greater and more powerful force than any military array, and that is the outraged opinion of an enlightened world.

Mr. GLADSTONE—Sir, it is not for me to follow the right honorable gentleman over the whole of his remarks, for he, I am sure, will agree with me when I say that at this particular moment he, in common with every other member of this House, enjoys a freedom which does not belong to the advisers of the Crown. At the same time, adverting to the impressive words with which he closed his speech, I must say that it is the opinion of Her Majesty's Government, as it appears to be his opinion, that there is nothing in the circumstances, nothing in the differences which have lately appeared, which will justify, in the judgment and conscience of the world, a breach of the general peace. With respect to the questions the right honorable gentleman has put to me, they are, as I understand them, these two: He asks whether I can inform Parliament what, in the opinion of the Government, is the cause of the present disturbed state of Europe. I think, Sir, for the sake of those who have official responsibility, and of those who have the duties in relation to foreign Powers which official responsibility entails, it would be better that I should avoid reference at the present moment to any causes which may have contributed to bring about the present menacing state of affairs other than those which have appeared. The right honorable gentleman has also asked me whether Her Majesty's Government had made it part of their care to bring before the two great States now engaged in communications that appear to be very proximate to hostilities the peculiar claims of Great Britain to be heard in regard to their disputes, and to have the recognition of her title to offer friendly advice with a view to friendly settlement. I am bound to say neither of these two States has, in the present instance, shown the slightest disposition to impatience at the representations of Great Britain, or the slightest indisposition to allow her to exercise whatever title to friendly intervention may belong to her, or has put upon us the necessity of resorting to arguments drawn from any special juncture in former affairs for the purpose of making good that right on our part. But, Sir, I may say that that title to friendly offices, on the part of any one State of the civilized world toward any other State really has been placed upon a foundation in public law by a great European act of recent time, which does not admit of its being brought into dispute. I refer, of course, to that protocol of the Conference at Paris in 1856, whereby it was recognized, in the most solemn manner, at an assemblage of the representatives of all the Great Powers of Europe, to be the duty of each of those Powers, at least as a general rule, in case, unhappily, of controversy arising with a neighbor, to submit that controversy to some friendly adjudication before having resort to the last, melancholy add horrible extremity of arms. With respect, therefore, to the questions of the right honorable gentleman, these are the answers I shall give to them. With respect to the actual state of affairs, I have no decisive intelligence to communicate to the House; but I am sorry to say the course of the communications and transactions thus far between the two Great Powers concerned has not been, on the whole, favorable. A point, however, is now very near at hand at which things must take a decisive course in favor of either peace or war. Any functions which we can discharge, any offices which we can render, are necessarily limited; but I have the hope when the time comes, and probably it must very soon arrive, at which it will be our duty to explain in detail that which it is now no less our duty to withhold, the House may be of opinion that Her Majesty's Government have not fallen short of the obligations incumbent on the representatives of England, and likewise have not gone beyond them.

Mr. HORSMAN.—I merely wish to say, in a few words, that however strongly we may feel on this subject, to exaggerate the difficulty, the delicacy and the responsibility of the position of the Ministry. Possessing, as they do, the full confidence of the House, it is impossible for us—["Order, order!" Chair, chair!"]

The Speaker.—I wish to point out to the right honorable gentleman that the right honorable member for Buckinghamshire put a question to the Ministry which has been answered. If a debate is to arise it cannot go on without a motion.

Mr. HORSMAN—I will not do that which I might do; but I will only express my regret that, as the subject has been so largely gone into by the right honorable member for Buckinghamshire and by the Prime Minister, it has not been introduced in such a way as to enable others to speak on the subject.

Mr. S. BEAUMONT rose to express a deep sense of obligation——["Order, order!"]

The Speaker again pointed out that it was impossible to permit a debate to arise.

Mr. S. BEAUMONT—I will conclude with a motion.

Mr. SCLATER-BOOTH pointed out the great injustice the honorable member would do to the right honorable gentleman, the Prime Minister, by provoking a debate.

Mr. S. BEAUMONT said that, as the feeling of the House against the course he proposed to take was evidently very strong, he would not persist in it; but he had thought his right honorable friend the member for Liskeard (Mr. HORSMAN) would probably second his motion.

Mr. WHITWELL rose to ask a question of, or make a suggestion to, the Secretary of the Treasury. If honorable members were, say at Liverpool, every two hours they would receive telegrams from all parts of Europe; but attending the House of Commons, and rendering what service they could to the country, they were cut off from this intelligence. Would it not be possible to have arrangements made by which they might see telegrams every two hours, as they would if they were in the country?

This ended the conversation, and the House proceeded to the orders of the day.

M. Henri Rochefort on the War—A Letter from St. Pelagie Prison.

From the Paris Correspondence of the London Daily News, July 16.

M. ROCHEFORT, who, for many weeks, has been rigorously prevented from writing, has found means to address a letter to his constituents, of which the following is an extract:

"DEAR ELECTORS—I do not precisely know what to take and what to leave of the recent Ministerial fanfarronade, but if I had been in my place in Parliament when the warlike declaration of the Government was made, I should certainly have protested against the unjustifiable power which the Executive takes upon itself of superadding the calamity of war to the famine with which the country is threatened. The dynastic conflict which now produces such a terrible perturbation is in itself a most striking condemnation of the monarchical principle. If instead of expelling Spanish Republican refugees from French territory the Government had encouraged the establishment of a Republic in Spain, we should not now be opposing a King whose dethronement will, perhaps, cost torrents of blood and years of misery. Every war not strictly defensive is a series of murders. To restore the Empire of CHARLES V. or NAPOLEON I. are seductive dreams for Sovereigns; but we, who know what Sovereigns cost us, know also what we get by their dreams. This, dear electors, is what I should have said, or rather have tried to have said, in the Corps Legislatif; for my voice would probably have been stifled, as usual, by the laughter and cries of the majority, which sent your deputy to prison. But here as elsewhere, I address myself to you who look to another future for people than their extermination, and who knowe, alas! the full value of those crowned philanthropists who take the destruction of the poor for the extinction of pauperism.

HENRI ROCHEFORT.

STE. PELAGIE, July 11, 1870.

Fatal Railroad Accident at New Rochelle.

It being necessary for the Boston express train, due in the City about 11½ P. M., on Tuesday, to stop at New Rochelle, on account of a heated journal, one of the brakemen there stepped on the body of a man, whose features had been so greatly disfigured by injuries received as to render recognition difficult. It was ascertained yesterday, however, that the deceased was a Mr. SCHONTAG, a German baker of New Rochelle, about thirty-five to forty years old. He had been to the City, and remarked to an acquaintance that in case he could not get ready to return by the last accommodation train, at 7¼ P. M., he would get on the 8 P. M. express and pull the bell-cord on approaching New Rochelle. It is, therefore, supposed that the deceased sprang from the express train while going at full speed, and thereby lost his life. He leaves a widow and three children. Coroner BATHGATE was called yesterday to hold an inquest in the case.

Singular Proceedings of a Police Justice.

Yesterday afternoon, Police Justice SHANDLEY issued a warrant for the arrest of one JOSEPH ROSS, on a charge of assaulting a woman, and it was given to Sergt. WOOD, of the Jefferson Market Court Squad, who arrested the man and lodged him in the Fifteenth Precinct Station-house, where the warrant was also left. During the evening Justice SHANDLEY called at the Station-house, where Sergt. HOLBROW was in charge, and demanded permission to see the prisoner, and an interview being accorded, after a whispered conversation of a few moments, Justice SHANDLEY, having pocketed the warrant, went out into the street accompanied by the prisoner, and drove away in his carriage, while the prisoner walked off about his business. It is not known whether any agreement was made for the appearance of the accused in open Court to answer the charge preferred against him.

GENERAL TELEGRAMS.

GENERAL EUROPEAN NEWS.

Signs of Coming Troubles in Italy—Arms Seized in Genoa—The Pope Alarmed—French Prelates in Favor of Infallibility.

LONDON, July 27.—Revolutionary intrigue is rife in Rome and Italy, in view of the probable withdrawal of the French troops. A secret deposit of arms has been discovered in Genoa, and a large quantity of guns and ammunition seized by the Government. The Pope is deeply alarmed at the projects of France and the plots of the party of action....The French Prelates who were absent from the Council at the time of the final vote on the Infallibility dogma, are now sending in their adhesion to the new article of faith. Among those who have thus signified their acquiescence are the Archbishops of Reims, Louis, Chambéry, Auch and Aix, and the Bishops of Orleans, Strasbourg, Nantes, Vannes, Montauban, Sarbés and Clermont.

LONDON, July 27—Evening.—ADAM BADEAU, Esq., late Secretary of the American Legation, has received from the British Foreign Office his exequatur as Consul General of the United States at London....The Goodwood Stakes (handicap,) 25 sovereigns each subscription, with 150 sovereigns added, was won by Mr. J. SMITH's b. h. *Paganini*, 5 years old, by *King of Kent*, out of *Melody* by *Peppermint*.

HAVRE, July 27.—Cotton, on the spot, is quoted at 98½ francs.

PARIS, July 27.—The Carlist movement in Spain has been abandoned. DON CARLOS having given offense to his adherents by offering to serve against Prussia, they refused to carry out the plot for an invasion of and a rising in Spain.

Another Terrible Colliery Explosion in England—Ninety Persons Killed and Many Wounded—Failures Announced.

LONDON, July 27.—Another terrible explosion occurred in a colliery at Llansamlet, in Wales, yesterday. Nineteen persons were killed and many wounded....Three failures were announced at the Stock Exchange today....Today and to-morrow are settling days in the share and foreign accounts at the Stock Exchange. They are the most anxious settling days ever known, according to the *Times*. It is thought that many additional failures will be announced.

CHINA.

French War Vessels before Tientsin—A Mission sent to Paris to Offer Satisfaction for the Recent Outrages.

PARIS, July 27.—A dispatch just received from China, overland, states that four French vessels of war have arrived before Tientsin. The Chinese functionary, SCHONG HO, has been appointed Chinese Ambassador to Paris, with a mission to offer satisfaction to France, for the recent outrages on French citizens. Pekin is tranquil.

CUBA.

The New Cable Project—The Work Begun and to be Rapidly Pushed Through.

HAVANA, July 27.—The Panama and West India Cable Company's steamer, *Suffolk*, sailed from Batabano this morning to lay the cable to Cayo Juan-Rinz, at which place she will unite it with the twenty-five miles already laid across the keys. The steamer *Dacia* will sail from Cienfuegos and connect the other end with Cayo Diego-Perez. The united squadron will then proceed to Santiago de Cuba, making no landing at Cienfuegos; but a bend will be made in the cable opposite that place, so that at some future time a connection may be made between the main line and Cienfuegos.

All towns and settlements hitherto governed by Crown officers, will, in future, elect their own Mayor and Aldermen, and administer their own local affairs. The first duty of these officials will be the preparation of electoral lists, to be used in the election of Deputies to the Spanish Cortes. The Matanzas volunteers serenaded Captain-General DE RODAS. Gen. VALMASEDA is expected at Santiago de Cuba. Spanish gold is four per cent. premium.

THE INDIANS.

Reported Fight Between Crows and Sioux—Whites of the Big Horn Expedition With the Crows.

CHEYENNE, Wyoming, July 27.—A telegram from Fort Fetterman says an Indian runner just in reported that there are about 100 men with the Crow Indians on the Big Horn River, supposed to be members of the Big Horn Expedition. The same runner reports that the Crows and Sioux have recently had a fight, in which the former lost twenty killed and the latter twelve or fifteen.

BASE-BALL.

Defeat of the Red Stockings—Exciting Match with the Athletics of Philadelphia.

CINCINNATI, July 27.—The game of base-ball today between the Red Stockings, of this city, and the Athletics, of Philadelphia, resulted in favor of the latter, 11 to 7, as follows:

Red Stockings..............	0	0	0	0	0	1	2	2	2—7
Athletics..................	0	0	0	1	4	1	2	1	2—11

PHILADELPHIA, July 27.—Third and Chestnut streets have been the scene of excitement this afternoon, on account of the game of base-ball at Cincinnati, between the Red Stockings and Athletics. An immense crowd collected in front of the *Evening Telegraph* and *Record* offices, and became very enthusiastic as the result of each inning was announced, showing that the favorite Athletics were ahead. The final result was hailed with cheers. The result of the yacht-race was received during the excitement, but it attracted very little attention.

New-York Teachers' Association—Anniversary Meeting at Syracuse—Convention of School Superintendents.

SYRACUSE, N. Y., July 27.—The twenty-fifth session of the State Teachers' Association is in session here. The occasion is celebrated as a quarter-centennial anniversary at the place where the Association was organized. The attendance is very large, and the proceedings are unusually interesting. The address of welcome to the Association was made by President WHITE, of Cornell University, and President BARR responded for the Association. The President's annual address and the designation of business committees occupied most of the first day. Rev. Dr. ALDEN, of Albany, reported on the condition of education, and Mrs. HEWES, of Albany, on government. Discussions followed. A Convention of School Commissioners and City Superintendents of the State is also in session. The business transacted relates to their official duties, and is not generally interesting. EDWARD SMITH, Superintendent of Schools for Syracuse, was elected President for the ensuing year.

Varioloid on the Flag-Ship Franklin—Forty-three Sailors Suffering from It.

FLUSHING, Holland, July 27.—Forty-three sailors on the United States flag-ship *Franklin* are sick with the varioloid. All the officers and crew have been landed and lodged at the Arsenal. Meanwhile the *Franklin* will be thoroughly disinfected.

An Attempt to Rob a Bank Teller in Cold Springs—An Exciting Scene.

POUGHKEEPSIE, N. Y., July 27.—A desperate attempt to rob Mr. BROWNING, Teller of the First National Bank of Fishkill Village, was made today, at noon. Mr. BROWNING was standing in front of a store near the depot, waiting for an up train. He had in his hand a carpet-bag, containing several thousand dollars, collected for deposit in his bank. Suddenly a man walked up to him, and, throwing a hand full of red pepper in his eyes, seized the satchel and ran. The thief ran into Mr. MUNSELL's grounds, near the depot, where Mr. MUNSELL's coachman, named ELIJAH JONES, seized him and threw him to the ground, and recaptured the satchel. The thief then drew a revolver, and fired three shots at the coachman, one of which took effect in the latter's abdomen, mortally wounding him. Citizens at once seized the thief and handed him over to the Sheriff, who took him to Carmel Jail. The thief gives his name as JOHN SMITH, and says he resides at No. 85 Grand-street, corner of Greene-street, New-York. Mr. BROWNING's eyes were badly injured by the pepper.

Meeting of the Grand Army of the Republic at Buffalo—Business and Pleasure.

BUFFALO, N. Y., July 27.—The annual meeting of the Grand Army of the Republic convened here today. About 100 delegates arrived by 11 o'clock A. M., and were received by a committee of citizens and under escort of Post Chapin No. 2, accompanied by a band of United States infantry, proceeded to the Council Chamber where an address of welcome was delivered. The address was responded to by Grand Commander ROBINSON, of Binghamton. The regular business was then proceeded with. Syracuse was fixed upon as the place for holding the next annual meeting. The grand encampment, by invitation of Post Chapin No. 2, proceed to Niagara Falls to-morrow, where extensive preparations have been made for their entertainment.

Michigan Legislature—Meeting at Lansing—The Governor's Message.

DETROIT, July 27.—The Legislature met in extra session at Lansing today, noon. Gov. BALDWIN's message was read. It refers exclusively to the Railroad Act laws recently declared unconstitutional by the Supreme Court. The Governor recommends that an amendment to the Constitution be submitted to the people at the general election to be held in November next, such as will enable the several municipalities of the States to ratify all such railroad aid bonds as have been issued and delivered to parties in good faith.

Repairs on the Atlantic Cable.

NEW-YORK, July 27.—A dispatch from Heart's Content, N. F., dated at 3½ P. M. today, announces that the fault in one of the Atlantic cables near this harbor was repaired at noon. The repair-ship will leave, as soon as she has taken on board the necessary cable, to remedy the other defect on the same line, at about seventy-five miles from this port.

"GUANACO."—Having decided to investigate the meaning of this word, we, if successful, will lay the result of our search before our readers, in answer to many inquiries as to its meaning.—*Mail.*

NEW-YORK WEEKLY TIMES.

THE NEW-YORK WEEKLY TIMES will be published THIS MORNING, and may be had at the counter of the publication office, in wrappers ready for mailing. Price FIVE CENTS.

Foreign Intelligence.

Latest War News; Skirmishing Begun; Property of Neutrals to be Respected; The Emperor's Proclamation; A Secret Treaty Discovered; Indignation of the English Government; The French and Prussian Head-quarters; Breaking up of the Ecumenical Council; The Massacre at Pekin.

General Topics.

Assassination of Col. Buel; The Strike in the Coal Regions; Funeral of M. Prevost Paradol; Marriage of Gen. Butler's Daughter; The Jeter Phillips Execution; A Tragedy in Ohio.

Agricultural.

Soiling; The Season of Fruit; Report of the Department of Agriculture on the Crops; Hay-making.

Editorial Comments.

Questions at Stake in the War; East and West; M. Prevost Paradol; An Empire that is Not Peace; An New Way with an Old Difficulty; International Usages in War; The National Parties and their Position; The French Circular; The Last Chance for a Mercantile Marine.

The Markets.

Review of the Money, Cattle and Produce Markets.

The WEEKLY TIMES will be sent to subscribers in any part of the country for TWO DOLLARS a year. Five copies, $9; ten copies, $15; twenty copies, $25. An extra copy to getter-up of club of ten or twenty subscribers, and a splendid steel engraving of the late HENRY J. RAYMOND.

Remember

THE GREAT SALE OF VILLA PLOTS
AT GRAND PARK,
On THURSDAY, JULY 28, AT 12 M.
FINEST OPPORTUNITY EVER OFFERED
NEAR NEW-YORK TO PROCURE
ELEGANT ECONOMICAL HOMES.
NO POSTPONEMENT. PROTECTION AGAINST SUN AND RAIN.

Parties desirous to attend the sale need not be deterred on account of hot weather. The FOREST SHADES and COOL BREEZES FROM THE SOUND, with COVERED CARRIAGES, will render the occasion a pleasant rural excursion.

SPECIAL TRAINS

will leave depot New-York and New-Haven Railroad, corner 27th-st. and 4th-av., at 8:45 A. M. and 10 A. M. Those wishing to examine the property will take early train. Sale begins at 12 M., after arrival of second train.

What Did it?—LYON'S KATHAIRON made my hair soft, luxuriant and thick, and HAGAN'S MAGNOLIA BALM changed that sallow complexion into the marble beauty you now see. This is emphatically the language of all who use these articles. A fine head of hair and a refined complexion are the greatest attractions a woman can possess. The KATHAIRON and MAGNOLIA BALM are just what will give them to you, and nothing else will. The Balm is a bloom of youth. It makes a lady of thirty appear but twenty. Both articles are entirely harmless, and very pleasant. They should be in every lady's possession.

Ling Wan, Chinese Physician,

No. 40 East 14th-st., has 300 remarkable Chinese medicines unknown in America, and native apothecaries to dispense them. They produce effects almost incredible, rebuilding the system and annihilating diseases of the internal organs. Consultation free. Charges reasonable.

Hair Dye, Hair Dye, Hair Dye.—The genuine W. A. BATCHELOR'S HAIR DYE is the best in the world—the only perfect dye—harmless, reliable, instantaneous, black or brown. Sold everywhere, and properly applied at BATCHELOR'S Wig Factory, No. 16 Bond-st., New-York.

Congress and Empire Spring Co.'s Depot for Congress, Empire and other Mineral Spring Waters, No. 94 CHAMBERS-ST., NEAR BROADWAY. Free deliveries daily, City and Brooklyn. Natural waters only.

Patents Obtained in the United States and all foreign countries by MUNN & CO., No. 37 Park-row., publishers *Scientific American*.

Trusses.—MARSH & CO.'S Radical Cure Truss Office, (Established 20 years,) 2 Vesey-st., Astor House.

MARRIED.

BARRETTO—BALL.—On Wednesday, the 27th inst., in the Church of the Atonement, by Rev. Wm. Nuckel, FRANCIS J. BARRETTO to ELIZABETH BALL, daughter of the late Gen. James Bankhead, United States Army.

NEWELL—GOODRICH.—On Wednesday, July 27, at St. Ann's Church, by Rev. Dr. Thomas Gallaudet, CHARLES STARK NEWELL to MARY L., only daughter of Hon. Charles S. Goodrich, all of this City.

☞ Boston papers please copy.

DIED.

BROCK.—At Washington Heights, N. Y., July 25, PERCY, infant son of Morton and Caroline Brock, aged 7 months and 5 days.

The relatives and friends of the family are respectfully invited to attend the funeral services this (Thursday) afternoon, at 4 o'clock, from the residence of his parents, 152d-st. Carriages will be in waiting at the depot. Train leaves 30th-st., Hudson River Railroad, at 3 o'clock P. M.

BERDAN.—At Teaneck, N. J., July 25, ISAAC I. BERDAN, aged 72 years.

Funeral from the First Reformed Church at Hackensack, Thursday, 28th July, at 2 o'clock. Relatives and friends are invited to attend without further notice.

BERKING.—At Newark, N. J., on the 25th inst., GRACE M. A., infant daughter of Charles H. and Pauline C. Berking, aged 8 months and 16 days.

Funeral services at the parents' residence, corner of Fairmount and South Orange avs., on Friday, July 29, at 10 o'clock A. M. Relatives and friends are invited to attend. Interment in Green-Wood Cemetery.

BROOME.—At Brooklyn, on Tuesday the 26th inst., JOHN HARTFORD FARRAGUT, youngest son of Col. John Lloyd and Mary C. Broome, aged 1 year, 6 months and 14 days.

The friends of the family are invited to attend the funeral from the residence of the Commanding Officer, Marine Garrison, Flushing-av., on Thursday next at 2 o'clock P. M.

BURGHER.—In Williamsburg, 26th inst., JULIA A., widow of David Burgher, in the 80th year of her age.

Relatives and friends are invited to attend the funeral from her late residence, No. 201 South 1st-st., on Friday, 29th inst., at 10 A. M. Her remains will be interred in Moravian Cemetery, New-Dorp, Staten Island.

DE LAMATER.—In this City, on Wednesday, July 27, MARY T. S., wife of Leander M. De Lamater and daughter of John Stephenson, Esq., aged 36 years, 7 months and 13 days. Also, on Tuesday, July 26, MAGGIE, infant daughter of Mary T. S. and Leander M. De Lamater.

Funeral services at No. 47 East 27th-st., Thursday evening, July 28, at 8 o'clock.

FABRIGOU.—On Tuesday, July 26, at No. 13 East 28th-st., Mme. C. FABRIGOU.

The friends of the family are requested to attend the funeral on Thursday morning. Leave the house at 9 A. M. Mass at St. Vincent de Paul; interment at Calvary Cemetery.

HALSTED.—On Tuesday morning, July 26, THADDEUS M. HALSTED, M. D., in the 55th year of his age.

The relatives and friends of the family, and the members of the medical profession, are respectfully invited, without further notice, to attend his funeral, from Presbyterian Church, 5th-av., corner 19th-st., (Dr. Hall's,) Thursday morning, July 28, at 10 o'clock.

HAWKINS.—In Brooklyn, Wednesday, 27th inst., FREDERICK D. HAWKINS.

The relatives and friends of the family are respectfully invited to attend the funeral from his late residence, No. 192 Atlantic-st., on Friday, 29th inst., at 2½ P. M. His remains will be taken to Stonington, Conn., for interment.

☞ California and Ohio papers please copy.

KYDD.—On Tuesday night, July 26, SAMUEL KYDD, in the 62d year of his age.

The friends of the family are respectfully invited to attend the funeral, from his late residence, No. 360 West 35th-st., on Friday, at 2½ o'clock.

LANE.—Suddenly in Brooklyn, N. Y., on Tuesday, the 26th inst., MARY PERKINS, wife of Anthony Lane, aged 34 years.

Funeral services at the house, No. 232 Hicks-st., Brooklyn, Thursday morning, the 28th inst., at 10½ o'clock. Friends are invited. Remains to be taken to Windham, Conn.

NEILL.—In New Orleans, on Wednesday, July 20, after a short illness, JAMES W. NEILL, aged 32 years and 8 days.

☞ Dublin, Belfast and Derry, Ireland, papers, please copy.

POTTER.—At Morrisania, July 26, JAMES, youngest son of T. J. and Emma J. Potter, aged 19 months.

SMITH.—Suddenly, on Monday, July 25, 1870, GEORGE W. SMITH, son of the late A. M. C. Smith, of Greenport, Long Island.

The relatives and friends of the family are respectfully invited to attend the funeral from the residence of his sister, Mrs. J. H. Duyckinck, No. 219 Degraw-st., near Clinton-st., Brooklyn, on Thursday, July 28, at 4 o'clock P. M.

SARLES.—On Tuesday evening, July 26, HICKSON SARLES, in the 70th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral from his residence, 84th-st., corner of 10th-av., on Friday afternoon, at 2 o'clock.

SCHUYLER.—At Newark, N. J., July 26, suddenly, of congestion of the brain, SMITH ANDERSON SCHUYLER, son of Arent H. Schuyler, in the 38th year of his age.

Relatives and friends of the family are invited to attend his funeral at his late residence, No. 30 Lombard-st., Newark, N. J., on Friday, the 29th inst., at 4 o'clock P. M. Interment at Belleville, N. J.

SMITH.—On Monday, 25th inst., at the residence of her son, Robt. L. Smith, Claremont, Jersey City, Mrs. SUSAN SMITH, relict of the late Thomas Smith, Sr., aged 73 years.

Friends and relatives are respectfully invited to attend her funeral, from her late residence, on Thursday, at 1 o'clock P. M.

SKIDDY.—At Stamford, Conn., on Monday evening, July 25, Capt. WILLIAM SKIDDY, aged 76 years, 3 months.

Funeral services will be held at St. John's Church, Stamford, on Thursday morning at 11 o'clock. New-Haven trains leave 27th-street Depot at 7, 8 and 9 o'clock A. M.

SCOTT.—On Sunday, the 24th inst., JAMES SCOTT, in the 60th year of his age.

The relatives and friends of the family are invited to attend the funeral at his late residence, No. 186 Lexington-av., on Friday, 2 P. M.

TENNEY.—On Tuesday evening, July 26, AMY, infant daughter of Amos and Josephine Tenney, aged 4 months.

Funeral from No. 87 Madison-avenue, on Friday morning, at 9 o'clock.

TRAINER.—July 27, 1870, of cholera infantum, JAMES TRAINER, youngest son of John B. and Alicia F. Trainer, aged 4 months and 14 days.

Notice of funeral in to-morrow's papers.

VAN RENSSELAER.—On Tuesday, July 26, JOHN VAN RENSSELAER, formerly of Belleville, N. J., in the 87th year of his age.

Friends and relatives are invited to attend his funeral, on Thursday, the 28th inst., at 4 o'clock P. M., from the residence of his grandson, S. V. C. Van Rensselaer, No. 20 Fulton-st., Newark, N. J. Interment at Belleville, N. J.

WEYER.—At Menton, France, March 13, MARTHA MATILDA, wife of Eugène Weyer, of Paris, and daughter of Dr. G. J. Janeway, of New-Brunswick N. J.

Relatives and friends of the family are invited to attend the funeral from the First Presbyterian Church New-Brunswick, on Friday, July 29, at 4 o'clock P. M.

MISCELLANEOUS.

BATHING SUITS.

We are supplying hotel proprietors and others with ladies' and gents' bathing suits at short notice, at the following prices, and would be happy to fill your orders:

Fine blue flannel, for ladies........	$2 50 to $3 00 a suit
Gray flannel, for ladies..............	2 50 a suit
Dark jean, for ladies..................	2 00 a suit
Heavy ticking..........................	2 00 a suit
Men's hickory striped bathing suits..	1 25 to 1 75 a suit
Brown twilled muslin..................	1 25 to 1 50 a suit
Striped woolen.........................	2 50 a suit

Samples of different kinds will be sent on application to JOHN H. TRIPLER,
Mechanics' Shirt Store, 394 and 396 Grand-st., N. Y.
Samples may be seen at all watering-places.

VERMONT SPRING WATER.

The great remedy for many diseases.
W. H. SCHIEFFELIN & CO., Agents,
No. 170 William-st., New-York.

THE OLDEST, LARGEST AND most perfect manufactory in the United States. **45,000** now in use! GEO. A. PRINCE & CO.'S ORGANS and MELODEONS will be delivered in any part of the United States reached by Express, (where they have no agent,) free of charge, on receipt of list price.

Send for price lists and Circulars.
Address GEO. A. PRINCE & CO., Buffalo, N. Y., or GEO. A. PRINCE & CO., Chicago, Ill.

POST-OFFICE NOTICE.—THE MAILS for Europe, during the week ending Saturday, July 30, 1870, will close at this office on TUESDAY, WEDNESDAY and THURSDAY, at 12 o'clock, M., and at all the Stations as follows, viz.: A and B, 11:40; C and D, 11:20; E and F, 11:05; G and H, 10 A. M.
P. H. JONES, Postmaster.

NEW PUBLICATIONS.

HARPER & BROTHERS, New-York,
PUBLISH THIS DAY:

I.

ROBERTSON'S
LIFE, LETTERS, LECTURES AND ADDRESSES.

Life, Letters, Lectures on Corinthians, and Addresses of Frederick W. Robertson, M. A., Incumbent of Trinity Chapel, Brighton, 1847-1853. With portrait on Steel. In one Volume. Large 12mo., 840 pages. Cloth, $1 50. (Uniform in size and price with the complete Edition of Robertson's Sermons, ust published by Harper & Brothers.)

The publishers take pleasure in commending to public favor their complete edition of the Life and Works of this gifted preacher, as more compact and neat than any other in the market, while its extraordinary cheapness puts it within the reach of many who have been heretofore prevented by their high price from possessing this author's life and writings.

"* * * A more thoughtful, suggestive, and beautiful preacher never entered a pulpit; a simpler and braver man never lived; a truer Christian never adorned any religious community. His life and death were vicarious, as he himself might have put it. He lived and died for others—for us all. The sorrows and agonies of his heart pressed rare music out of it, and the experience of a terribly bitter life leaves a wealth of thought and reflection never more than equaled in the history of men."—*Morning Star*, (London.)

"It shows us a remarkable man, and it gives us the means of forming our own judgment about him. It is not a tame panegyric or a fancy picture. The main portion of the book consists of Mr. Robertson's own letters and his own account of himself, and we are allowed to see him, in a great degree at least, as he really was."—*Guardian*, (London.)

"Mr. Robertson's epistolary writings—gathered in this valuable volume—often unstudied, always necessarily from their nature free and unrestrained, but evidencing depth and vigor of thought, clear perception, varied knowledge, sound judgment, earnest piety. * * * It is impossible to peruse them without receiving impressions for good, and being persuaded that they are the offspring of no ordinary mind."—*Morning Post*, (London.)

"* * * Of real value to all thoughtful readers. For many a year we have had no such picture of a pure and noble and well-spent life."—*Morning Herald*, (London.)

"There is something here for all kinds of readers, but the higher a man's mind and the more general his sympathies, the keener will be his interest in the life of Robertson."—*Athenæum*, (London.)

"* * * Mr. Brooke has produced a 'Life' of Robertson which is likely to be prized as one of the most precious records of genuine manly and godly excellence."—*Nonconformist*, (London.)

"It is the life of a man who worked hard and died early. * * * These letters are in themselves a mine of intellectual wealth. They abound with many of his best and most ripened thoughts on multitudes of subjects, political, literary and scientific, as well as theological. * * * A correspondence which now belongs to the literature of the country."—*Morning Star*, (London.)

II.

JOHN:
A LOVE STORY.
BY MRS. OLIPHANT,
Author of "Agnes," "Chronicles of Carlingford," "Life of Edward Irving," "Brownlows," &c.
8vo., paper, 50 cents.

"Some writers seem to have no power of growth; they reproduce themselves with more or less success. But others, who study human nature, improve instead of deteriorating. There is no living novelist in whom this improvement is so marked as Mrs. Oliphant."—*London Press.*

III.

DICKENS'
SPEECHES, LETTERS, AND SAYINGS.
WITH A SKETCH OF THE AUTHOR.
BY GEORGE AUGUSTUS SALA.
AND
DEAN STANLEY'S SERMON.
8vo, paper, 50 cents.

☞ HARPER & BROTHERS will send either of the above works by mail, postage prepaid, to any part of the United States, on receipt of the price.

ITALY.

Parliament and the Financial Scheme—Quiet in the Revolutionary Camp—The Spirit of Polytheism in the Church—The Ancient and Modern Romans Joining Hands—The Council at Rome—The Kingdom of Italy and the Pope.

From Our Own Correspondent.

FLORENCE, Saturday, July 9, 1870.

Parliament is still at work upon its financial scheme, and a languid progress is made, to which the heat of the season does not give any new stimulus. There is talk of an adjournment, which will probably come within a month. But before it takes place the contract with the bank, the most important measure of the session, will become a law, and the treasury check will be replenished. Such hostility to this place has manifested itself on the side of the party of the *Sinistra*, or Opposition, that a threat has been made to leave the Chamber in a body when the vote is taken. A proceeding so irregular, only talked about, has produced a bad effect, and it is believed now that such an example, with a tendency towards anarchy, will not benefit the country.

QUIET IN THE REVOLUTIONARY CAMP.

A degree of quiet has prevailed for a month past in the revolutionary camp, not, it is to be hoped, for the present to be disturbed. Pessimists, both in and out of Italy, have had for the past six months much to encourage the realization of their prophecies of ill. It would be a pity, if a party in Italy called Democratic, or by any other name, with the pretended object in view of enlarging liberty, should by acts of imprudence, destroy, or greatly damage, work already well done. The power to do this grows less as time wears on, for every year added is so much in favor of the life of the Kingdom of Italy.

THE SPIRIT OF POLYTHEISM.

The spirit of polytheism in the Roman Catholic Church is every day giving new manifestations. The phrase "Mother of God" was long ago adopted as the title to be used in speaking of the Virgin Mary; and after Deity the "Queen of Heaven" is the object to which adoration and petitions are directed. The image of the Virgin, whether in marble, painting or pottery, is always presented in royal state, wearing a crown and bespangled mantle. Joseph, the husband of Mary, up to this time has been made little account of, bearing only the modest title of "saint," and in religious art figuring as a demure observer in the scene of "The Nativity." But now his turn has come for higher honors, growing out of the new exigencies of the Church. A request, signed by one or two hundred Bishops, Cardinals and Patriarchs, has been made to the Council, to the end that Joseph's position in the family of the Papal gods shall be more distinctly defined and more exalted, so that he may be the object of worship. In setting forth his claims, the Bishops, in their petition, say:

> "It being known for a long time that in the whole world there has existed an ardent desire to have the worship of St. Joseph established, they supplicate and pray in the most lively manner the Holy Ecumenical Council, by an act of its sovereign authority, to solemnly declare: First—That St. Joseph, in his quality of father of Christ, being exalted above all creatures, the Congregation of Sacred Rites accord to him in the future in the liturgy of the Catholic Church, a higher worship than that of any of the other saints, and after that of the Most Holy Mother of God. Second—That the same St. Joseph, to whom before this was assigned the care of the Holy Family, be now declared, after the Most Holy Virgin, the chief patron of the Universal Church."

With the Pope infallible, and counterparts thus of Juno, Jove, Mercury and Minerva added, the ancient and the modern Romans are joining hands, and once more are becoming living actors, the heroes of a lost religion.

THE INFALLIBILITY SCHEME.

We are not any longer permitted to doubt that the day is near when the vote will be taken in the Council upon the question of the Pope's personal infallibility. Within the next ten days, we are confidently assured, that the dogma which is to be the new law for the Catholic Episcopacy, and upon which such great reckoning is made to put a check upon the resolution, is to be proclaimed. At the moment, we are most interested to see what the conduct of the influential members of the opposition in the Council will be, when each one is called upon for his solemn response of *placet* or *non placet*. Will the hundred or more Fathers, who have so many times declared that the scheme is uncalled for, and will prove hurtful to the interests of the Church have the courage to give emphasis to their opinions by the formal condemnation of their votes? It is the doubt of the moment, to be resolved after a few more days of waiting.

THE FATHERS IN THE COUNCIL.

Most of the foreign Bishops are languishing for their release from Rome. The list of those who have died since the opening of the Council, has reached the number of seventeen. An examination of the document, published by the Roman authority, giving the names, nationality and other particulars concerning the whole of the Fathers in council, is a curious and useful study. The fact stands out conspicuously that Italy has 276, or nearly one-third of the whole number of members of this so-called Ecumenical Council. Rather more than one-half of the Italian representatives are from localities within the territories claimed as the property of the Church. After Italy comes France with eighty-four members. Then follows Asiatic Turkey with forty-nine, and the United States and the Austrian Empire, each with forty-eight. From the whole North American Continent and the islands of the Gulf, the numbers sent are equal to those which represent France, the second on the list. The British Islands have thirty-five, and the States of the Northern and Southern German Confederation, nineteen. Very Catholic Spain has forty-one. There are the names of forty-nine Cardinals and ten Patriarchs on the list, with eighteen Mitred Abbots, and twenty-seven Generals of religious Orders; and the whole number, without deducting those lost by death, is 764, with right of place in the Council.

ITALY AND THE CHURCH.

As for the Kingdom of Italy and its relations with the Church, there is no sign yet of more friendly intimacy. A proposal was made in Parliament, last week, that there shall be added to the law of 1866, confiscating ecclesiastical property, a clause making all churches little frequented, with property annexed, a part of the public domain, to be disposed of as it may be convenient, for the benefit of the State. No attention was paid to the motion, on the ground of inopportuneness. It is, perhaps, deemed better to satisfy present greed by pressing out of the big orange now in hand what juice there is left. There is a good deal of copper coin in circulation, *malgré* the suspension of specie payments; but it has been impiously suggested that the circulation might be increased by turning into money the bronze of the numerous bells of the churches. As for the meditated sack of the ecclesiastical property of Rome, and the massacre of the innocents—monks and nuns—that event is indefinitely adjourned, since the foreigner who does constable's duty at the door of the Vatican has made a new declaration.

ANGELICO.

A Singular Freak—A Boy Dons the Costume of a Girl—His Experience as a Maid of All Work.

From the Pittsburg Gazette, July 26.

About eight months ago a sprightly, prepossessing boy about seventeen years of age, came to this city from Philadelphia, and obtained employment in a respectable family. He was not only exceedingly bright and intelligent, but was well educated for a boy of his age, and his manner about the house in which he was employed made such a favorable impression upon the mistress of the establishment that she took quite a fancy to him, and according to his statement she induced him to cast off his "unmentionables" and don female "toggery." He was known as "Lulu Johnson," and was regularly installed in the house as a female servant, no one, it appears, about the establishment doubting his sex, or knowing that he was not what his dress indicated, except the mistress. In this way matters continued for a considerable length of time, even up until one day last week, when "Lulu," thinking he was not receiving full compensation for his labor, concluded to leave his new home and seek another, and when he left, by some unaccountable means a breastpin and pair of ear-rings, valued at $7, the property of Mrs. C., the lady of the house, left with him. The husband, on hearing of the departure of "Lulu" and the loss of the jewelry, made information before the Mayor charging "Lulu" with larceny. A warrant was issued, and placed in the hands of Officer MOON, who found her employed in a saloon on Wood-street, but to his surprise "Lulu" was a boy. When informed that he was wanted at the Mayor's office on a charge of stealing jewelry, he frankly stated to the officer, who thought still that Lulu was a girl and had donned the male attire to escape detection, that he was the identical "Lulu" Johnson he was in search of, but that he was not a girl, neither had he stolen the jewelry, but had taken it as compensation for services performed while in the house. The officer was willing to believe a part of the story but not all of it. He could not be persuaded that "Lulu" was a boy, not a bit of it. "Lulu" was taken to the Mayor's office, and after satisfying His Honor that he was what his apparel indicated, he gave a full statement of the affair. The prosecutor was present but could not be convinced but what "Lulu" was a girl. The jewelry was returned, and "Lulu" allowed to return to the saloon at which he was employed, with a promise to return to the Mayor's office in the morning at 10 o'clock for a hearing.

The Cotton Crop in Georgia.

A correspondent of the Columbus, Ga., *Sun & Times*, writing from La Grange County, says:

"From actual observation made, I am satisfied that the crop is much inferior to that of last season, being three to four weeks later, and, except where fertilizers have been used, the weed is small, with but little fruit. Where guanos have been freely applied, in some instances the growth is luxuriant, but a close examination will reveal a want of heavy fruitage, so essential to a large yield; so that, upon the whole, no reasonable and practical man can expect such a crop as many seem to look for. It is the opinion of many of our most experienced and largest planters that the growing crop is all of twenty-five to fifty per cent. behind that of last year at this time. The corn crop is good, and how unfortunate that more was not planted, our people will yet realize. Wheat and oat crop fine. From conversations had with planters from the Counties of Harris, Meriwether and Heard, also from East Alabama, the same may be said in reference to the crops in those localities."

Tub-Race at New-London.

From the Norwich Bulletin, July 26.

Some ten or twelve contestants for the prizes were entered for the tub-race on Saturday afternoon. The race took place in the cove in front of the Brown Cotton Gin Works. Those contesting were all employes of that Company. A large crowd assembled to witness the performance, which commenced at 5 o'clock. The starting point was a collection of spars moored a few rods from the shore, and the course was out to the center of the cove around three stakes and back. Most of the party upset before they got a great ways, much to the amusement of the lookers-on. WM. LANE excelled all others, going the entire distance several times without upsetting. There being some misunderstanding the prize was not awarded. The race will be repeated probably next Saturday.

REAL ESTATE TRANSACTIONS.

A large sale of Brooklyn property was made yesterday of 492 lots and gores situated in the Eighteenth Ward of that city, lying north-east of Broadway, and being mostly part of the old Vandervoort farm. The sale was peremptory, in partition, by order of the Supreme Court. The lots are on what are to be hereafter Varick, Porter, Irving, Flushing and Knickerbocker avenues, and on Randolph, Johnson, (Cypress Hills road,) Ingraham, Harrison, Grattan, Thames, Center, Jefferson, Madison, Starr, Myrtle, Suydam, Elm, Chestnut and Stockholm streets—all being part of the estate of the late Col. JAMES HARRISON, deceased. Most of the streets above mentioned as yet exist only in surveys. The property, however, is situated in a rapidly improving portion of the Eastern District of Brooklyn, adjoining the Vandervoort estate, and is daily increasing in value. The sale was to have been made by JAMES M. MILLER, auctioneer, and put up in lots to suit purchasers, but before the advertised hour for selling Mr. JAMES M. WATERBURY, of Williamsburg, purchased the entire property at private sale, for $82,500. As the property is mapped out, it gives 216 full lots, leaving the number of gores 276, of all shapes and sizes. The largest of these, at the junction of Flushing-avenue and Centre-street, runs from 105 feet 7 inches front, where it joins the Vandervoort estate, to nothing at the point of junction, and is 223 feet 11 inches on one side, by 239 feet 4 inches on the other. The greatest number of full lots are in the northern part of the old farm, west of the Vandervoort estate, where two embryo blocks are mapped out between Madison and Starr, and Starr and Myrtle streets, and contain 36 full lots each. The surveys of the thoroughfares have already been made, and doubtless the enterprise of the purchaser will speedily further the street improvements that are destined to make the property highly valuable within a few years. The property extends from 113 feet to the north of the toll-gate on the Cypress Hills plank road, to 100 feet south of Stockholm-street, at its junction with Knickerbocker-avenue.

Those interested in real estate will notice that the great sale of 150 villa plots, each containing from one to five acres, at Grand Park, Westchester County, will take place at noon today on the grounds. Desirable opportunities for investment may here be improved. Special trains leave the depot of the New-York and New-Haven Railroad at 8¾ and 10 o'clock A. M. The land and waterscape views from this locality are unsurpassed in the country for extent, beauty and variety, and all who desire residences beyond the noise and turmoil of the great City will be able to get, by purchasing here, accessible and economical suburban homes.

Messrs. JOHNSON & MILLER were to have sold at the Exchange Rooms, yesterday, the improved property No. 13 Clinton-street, between Houston and Stanton streets, and No. 514 East Fourteenth-street, between Avenues A and B, both first-class houses, but the sale, by order of the assignee, was postponed to Aug. 17.

ROBERTS & MCGUIRE sold, yesterday, at the Exchange Sales-room, a house and lot, on the west side of the Bloomingdale road, 75.6 feet north of Ninety-ninth-street; size of lot 25 by 87. It was bought by Gen. TREMAIN for $6,500.

Summary of Sales Yesterday.

NEW-YORK.	
By Roberts & McGuire.	
House and lot w. s. Bloomingdale Road, 75.6 ft. n. 99th-st., 25x87	$6,500
BROOKLYN.	
By James M. Miller.	
492 lots on Varick, Porter, Irving, Flushing and Knickerbocker avs., and on Randolph, Johnson, Ingraham, Harrison, Grattan, Thames, Centre, Jefferson, Madison, Starr, Myrtle, Suydam, Elm, Chestnut and Stockholm sts, n. e. of Broadway	$82,500

Transfers of Real Estate.

NEW-YORK CITY.	
Academy-st. and Vermilye-av., 100 ft. w. of Academy-st. and 137 ft. n. of Vermilye-av., thence s. 137x125x169x113.10x32x5.6	$1,750
Madison-st., s. s., 95.5 ft. e. of Scammel-st., thence west, 20x28	7,200
16th-st., n. s., 275 ft. w. of 9th-av., th. e., 24.10x92	3,975
16th-st., n. s., 325 ft. w. of 9th-av., 25.1x92	3,765
16th-st., n. s., 300 ft. w. of 9th-av., 25x92	3,750
16th-st., n. s., 275 ft. w. of 9th-av., 25x92	4,000
16th-st., n. s., 204.4 ft. e. of 10th-av., 30x92	4,500
17th-st., n. s., 250 ft. e. of 10th-av., 25x92	4,000
17th-st., s. s., 300 ft. w. of 9th-av., 25x92	3,750
17th-st., s. s., 325 ft. w. of 9th-av., 25x92	3,750
17th-st., s. s., 275 ft. e. of 10th-av., 25x92	3,500
37th-st., n. s., 267 ft. e. of 2d-av., 25x98.9	19,000
74th-st., s. s., 183.4 ft. w. of 2d-av., 16.8x102.2	13,250
79th-st., n. s., 100 ft. e. of Madison-av., 50x102.2	24,000
83d-st., n. s., 150 ft. w. of 1st-av., 25x102.2	3,250
91st-st., s. s., 261.1 ft. w. of 4th-av., 25.6x100.8	6,000
122d-st., s. s., 335 ft. w. of 3d-av., 50x100.11	3,435
124th-st., n. s., 127.6 ft. e. of 2d-av., 18.9x100.11	3,450
Lexington-av., e. s., 80.5 ft. s. of 61st-st., 20x80	20,500
Sherman-av., s. s., 100 ft. w. of Hawthorne-st., 150x160	1,800
Vermilye-av., n. s., 175 ft. e. of Academy-st., 50x150	4,000
209th-st. and 9th-av., s. w. corner, 200x99.11	
1st-av., w. s., 20.5 ft. s. of 55th st., 20x80	12,250
5th-av., w. s., 60 ft. s. of 18th-st., 32x175	117,500
11th-av., e. s., 205 ft. s. of 54th-st., 80x72, h. l.	20,000
10th-av. and 61st-st., s. w. corner, 20.5x80	
60th-st., s. s., 180 ft. w. of 11th-av., 20x100.5	
Leases Recorded.	
Bleecker-st., Nos. 236 and 236½, 5 years, per year	$1,200
Bayard-st., No. 51, 10 years, per year	900
Broadway, No. 196, 17 8-12 years, per year	15,000
KINGS COUNTY.	
Brooklyn.	
Adelphi-st., w. s., 611.10 ft. s. of Park-av., 25x100	$3,000
Butler-st., s. s., 236 ft. of Hoyt-st., 64x100, 4 hs. and ls.	22,500
Oxford-st., w. s., 161.7 ft. n. of Park-av., 25x100	2,750
Oxford-st., e. s., 384.1 ft. s. of Park-av., 18.9x100	5,000
Nassau-st., n. s., 200 ft. e. of Gold-st., 20x107.3	1,100
Rapalyea-st., e. s., 152.6 ft. s. of Van Brunt-st., 20.10x77.9	1,300
Sumpter-st., s. s., 25 ft. w. of Ralph-av., 25x100	1,500
St. James-place, e. s., 257.9 ft. n. of Fulton-av., 25x100	2,500
65th-st., s. s., 350 ft. s. of 6th-av., 50x100.2	300
65th-st., e. s., 175 ft. s. of 6th-av., 50x100.2	
East New-York-av., 120 ft. w. of Sackman-st., 40x57x41.7x69.2	25,000
East New-York-av., 210 ft. w. of Sackman-st., 40x81.4x93.6	
Dean-st., s. s., 180.8 ft. w. of Sackman-st., 119x107.2x17x112.11x69.2	
Pacific-st. and East New-York-av., westerly corner, 285.9x87.1x87.1x285.9	
Dean and Sackman sts., n. w. corner, 496.9x5.10x102.4x500x107.2	
Lafayette-av., s. s., 250 ft. w. of Patchen-av., 16.8x100	3,530
Laurence-st., s. s., 275 ft. w. of 2d-st., 25x100	275
Nostrand-av., w. s., 107.9 ft. n. of Myrtle-av., 50x100	Error.
Myrtle-av., n. s., 38.8 ft. w. of Nostrand-av., 17.6x107.9	15,000
Throop-av. and Stockton-st., s. e. corner, 100x57.10x133.11x157.4	3,000
RICHMOND COUNTY.	
Castleton.	
Cherry-lane, n. s., adjoining land of Jer. Smith, 20x150	$3,000
Richmond-terrace, s. s., adjoining Sailor's Snug Harbor, 1 acre	15,000
Southfield—Linden Park.	
Lots Nos. 96, 97, 98, 99, 100x100	$420
Lots Nos. 321, 322, 50x110	84
Lots Nos. 331, 332, 333, 334, 100x110	120
Lots Nos. 157, 158, 189, 186, 187, 188, 189, 215, 216, 217, 218, 275x100	550
Lots Nos. 177, 178, 179, 180, 100x100	260
Rossville.	
Glen-av., adjoining land of B. P. Winant, 75x186	500
Tottenville.	
Mill-road, adjoining land of C. C. Ellis, ¼ acre	900
NEW-JERSEY.	
Newark.	
Bergen-st., w. s., 125 ft. n. of 16th-av., 25x100	$600
Barclay-st. and Waverley-place, n. e. corner, 50.6x52.2	20,000
Barclay-st., e. s., 80 ft. n. from Waverley-place, 25x100	
Bank and Academy sts., s. e. corner, 55x81.3	
Spruce and McKenzie sts., 170x200	
Lush-st., e. s., 150 ft. s. of Bank-st., 25x96	5,000
Mulberry-st., e. s., 156 ft. s. of Hamilton-st., 30x175	40,500
Mercer and High-sts., n. w. corner, 96x130	
Walnut-st., n. s., 62 ft. s. of Pacific-st., 25x95	5,800
Waverley-place, n. s., 50 ft. e. of Barclay-st., 49.6x83.10	9,000
Orange.	
Tremontown-road, adjoining Matthew's property, 52x89.3	$1,000
West Orange.	
Bishop to Luqueer, 6 32-100 acres	$17,000
Woodside.	
Cottage-st., n. s., 548 ft. e. from road to Belville, 40x130	$2,500
Montclair.	
Clarke to Cooper, 3 acres	$5,000

CITY REAL ESTATE.

FOR SALE—ON 5TH-AV., 25 FEET NORTH of 85th-st., fronting on and overlooking Central Park, a first-class four-story brown-stone house, 22x60, lot 100 feet: the Madison-av. cars run within one block of the house; the location is the best in the City; the house is very superior, and will be sold on easy terms. Inquire of the owner, JOHN C. SARES, No. 565 Madison-av. Can be seen at any time.

FOR SALE—THE VALUABLE LEASE OF premises No. 9 Broad-st. It has three years and nine months to run, from Aug. 1 next. Address or inquire of C. F. WOODS, Chairman Executive Committee. NATIONAL STOCK EXCHANGE, NO. 9 BROAD-ST., July 27, 1870.

FOR SALE—WITH IMMEDIATE POSSESSION, a new first-class two-story private stable, 25x70, lot 100 feet; six stalls; carriage-room trimmed in hard wood; No. 124 West 50th-st., 300 feet west of 6th-av. Inquire of the owner, JOHN C. SARES, No. 124, next door.

FOR SALE—A THREE-STORY HIGH-stoop brick house, in East 32d-st., containing all modern improvements, and in good order; price, $17,000; terms easy. Inquire of HOMER MORGAN, No. 2 Pine-st.

COUNTRY REAL ESTATE.

ORANGE, N. J.—VILLAS, VILLA SITES and farms, a great variety, beautifully situated one hour from N. Y., for sale low. Also, country-seats and houses to let for the season, or year, by BLACKWELL & SMITH, 243 Broadway, N. Y., 9 to 11 A. M.; Orange, corner Main and Cone sts., 1 to 5 P. M.

ORANGE, N. J.—HOUSES, LOTS, COUNTRY-seats and farms for sale in every part of Orange and Essex Counties. A. D. MELLICK, JR., & BRO., Cone-st., opposite station, Orange, or No. 6 Pine-st., New-York.

FOR SALE—ORANGE MOUNTAIN—LOCATION high, cool and healthy. Handsome French cottage, with stable; grounds finely shaded. Price, $3,800. B. F. SMALL & CO., No. 109 Pearl-st.

STORES, &C., TO LET.

OFFICES TO LET,

IN

TIMES BUILDING.

Fine, handsome offices on second and third floors. Inquire of GEORGE JONES, *Times* Office.

DWELLINGS TO LET.

TO LET—PART OF HOUSE NO. 364 WEST 30th-st., consisting of second floor, with bath-room, gas, hot and cold water, and bedroom on third floor; a desirable neighborhood; at the low rent of $35 per month, including gas; remainder of the house occupied by owner; possession given Aug. 1 if desired; can be seen at any hour of the day.

REAL ESTATE AT AUCTION.

J. JOHNSON, Jr., Auctioneer.

BY JOHNSON & MILLER, NO. 25 NASSAU-st., New-York.

THURSDAY, Aug. 4,

At 1 o'clock, on the premises,

GREAT AND PEREMPTORY SALE

OF

575 CHOICE BUILDING LOTS

ON

THE BERRY FARM, AT CARLSTADT, N. J.

GREAT OPPORTUNITY TO BUY BEAUTIFUL SITES FOR HEALTHY, ECONOMICAL AND TASTEFUL COUNTRY HOMES.

This beautiful property is situated within 500 feet of the Carlstadt Depot, and only one-half mile from Rutherford Park Station. The ground is high; magnificent views are had in every direction for miles. Streets and avenues have been opened on the property, and every lot is available for immediate improvement. The communication with this City by the Erie and Hackensack Railroads is constant; yearly commutation $60, or ten cents per trip. A large and substantial stone mansion, conveniently arranged, with barn, shed, &c., will also be sold. Title perfect. The property has been in the possession of the Berry family for over 200 years, and is now for the first time offered at public sale.

Sale positive to the highest bidder.

Special trains from foot of Chambers-st. at 12 o'clock on the day of sale.

Free collation on arrival of the train.

If the weather is stormy, the sale will take place on the next fair day.

Terms easy. For maps and railroad tickets, apply to JOHNSON & MILLER, No. 35 Nassau-st., New-York, and No. 157 Montague-st., Brooklyn.

FINANCIAL.

BANKING HOUSE

OF

Geo. Opdyke & Co.

25 NASSAU ST.

CORNER OF CEDAR ST.

FOUR PER CENT. interest allowed on current accounts, subject to check at sight.

PRIME INVESTMENTS for trust and other funds always on hand.

INVESTMENT ORDERS promptly executed for Governments, Gold, Bonds and other Securities.

COLLECTIONS WANTED ON CHICAGO, KEOKUK, DES MOINES, IOWA CITY, ST. JOSEPH, and other points in the Western States.

EIGHT PER CENT. BONDS

OF THE

CITY OF MONTGOMERY,

CAPITAL OF THE STATE OF ALABAMA,

AT 90 PER CENT. AND ACCRUED INTEREST.

HOWES & MACY, Bankers,

NO. 30 WALL-ST., NEW-YORK,

Offer for sale the bonds of the City of Montgomery, Ala., 18 years to run, bearing interest at EIGHT (8) per cent. per annum, with coupons attached, payable 1st of January and July, both principal and interest payable in the City of New-York.

These bonds ($500,000) five hundred thousand dollars, are the only debt against the city, and are regarded as first-class security and very desirable for investors. Further particulars may be had of

OFFICE OF THE CLINTON FIRE INSURANCE CO.,
No. 156 Broadway.

AT THE ANNUAL ELECTION FOR Directors of this Company the following gentlemen were unanimously re-elected for the ensuing year:

EFFINGHAM TOWNSEND,	JACOB VAN WAGENEN,
CHAS. R. SWORDS,	JOHN R. WILLIS,
D. HENRY HAIGHT,	PRESTON H. HODGES,
AMOS R. ENO,	WALTER BARNES,
JOHN WATSON,	HENRY COFFIN,
SAMUEL WILLETS,	JOHN D. GRIFFEN,
DON ALONZO CUSHMAN,	CHAS. H. ISHAM,
URIAH J. SMITH,	WM. PALEN,
SYLVESTER L. H. WARD,	JAMES B. AMES, Jr.,
JOHN SCOTT BOYD,	EGBERT A. CLARK.
ISRAEL CORSE,	

At a subsequent meeting of the Board, Mr. JAMES B. AMES, JR., was unanimously re-elected President.

JOHN BARRY, Secretary.

NEW-YORK, June 7, 1870.

FIRST NATIONAL BANK OF ST. LOUIS, MO.

ST. LOUIS, July 16, 1870.

To the Honorable the Controller of the Currency, Washington, D. C.:

SIR: It is hereby certified, in pursuance of section 42 of the act of Congress entitled "An act to provide for a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, that at a meeting of the stockholders of the First National Bank of St. Louis, located at the City of St. Louis, in the State of Missouri, duly notified and held pursuant to law and the articles of association of said bank, at the office of said bank, at St. Louis, aforesaid, on the 18th day of July, 1870, it was voted by the stockholders of the said association, owning more than two-thirds of the stock, that said association go into liquidation and be closed on the 19th day of July, 1870.

In testimony whereof I have, by instruction of the Board of Directors of said association, hereto subscribed my name and affixed the seal of the association, at St. Louis, aforesaid, the day and year above written.

[Seal.] CHRISTIAN FISCHBACH, Cashier.

NOTICE.—The First National Bank of St. Louis, organized under the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, located at the City of St. Louis, in the State of Missouri, is closing up its affairs. All note-holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

CHRISTIAN FISCHBACH, Cashier.

ST. LOUIS, Mo., July 16, 1870.

CANADA AIR-LINE RAILWAY COMPANY.

The Directors of the Canada Air-Line Railway invite tenders for the construction of their Line. Plans and specifications for the section from Glencoe to Aylmer will be on exhibition at the office of the Chief Engineer, G. L. REID, Esq., Hamilton, from the 22d August next.

All offers must be in the hands of the undersigned before the second day of September next, marked "Tenders for Construction of Canada Air-Line Railway."

JOSEPH PRICE, Secretary.

HAMILTON, Ontario, 26th July, 1870.

FINANCIAL.

H. H. BOODY. D. A. BOODY. H. P. BOODY.

HENRY H. BOODY & CO.,

Bankers

AND

Railway Agents,

No 12 Wall-st., New-York.

Make Collections, pay Coupons and Dividends, Buy and Sell Governments, Railway Bonds, and other Securities on Commission.

PARTICULAR ATTENTION GIVEN TO THE NEGOTIATION OF RAILWAY AND OTHER CORPORATE LOANS.

N. B.—Interest allowed on deposits.

NEW-YORK, May 2, 1870.

New-Jersey Seven Per Cent.

TOWN BONDS,

AUTHORIZED BY ACT OF THE LEGISLATURE and the issue restricted to one-tenth the assessed valuation of the real estate of the following towns

NEW PROVIDENCE, Union County;

BEDMINSTER, Somerset County;

BERNARD, Somerset County;

In $100s, $500, and $1,000, and having from 15 to 23 years to run,

AT 85, AND INTEREST,

Interest payable semi-annually, January and July, at the American Exchange Bank, New-York, free of tax. For full particulars apply to

PARKER & LAWRENCE,

BANKERS, NO. 1 WALL-ST.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS AND GOLD.

MAKING LIBERAL ADVANCES.

INTEREST ON DEPOSITS.

SOUTHERN CENTRAL RAILROAD

OF NEW-YORK.

FIRST MORTGAGE

THIRTY-YEAR SEVEN PER CENT.

CONVERTIBLE SINKING FUND BONDS.

FOR SALE BY

VERMILYE & CO.,

BANKERS,

NOS. 16 AND 18 NASSAU-ST., NEW-YORK.

The Undersigned Offer for Sale

The First Mortgage Eight per Cent.

GOLD BONDS

OF THE

St. Joseph and Denver City R. R. Co.

Interest payable February and August. Price, 97½ and accrued Interest in Currency. Pamphlets, with Map, &c., furnished on application.

W. P. CONVERSE & CO.,

Commercial Agents, No 54 Pine-st.

TANNER & CO.,

Fiscal Agents, No. 49 Wall-st.

FIRST MORTGAGE BONDS,

Guaranteed by the State of Georgia.

Bearing Seven Per Cent. Interest in Currency.

A LIMITED AMOUNT FOR SALE ON FAVORABLE TERMS.

HENRY CLEWS & CO.,

NO. 32 WALL-ST.

LOCKWOOD & CO.,

BANKERS,

NO. 94 BROADWAY,

Transact

A GENERAL BANKING BUSINESS,

Including the purchase and sale, on commission, of GOVERNMENT AND RAILWAY BONDS, STOCKS AND OTHER SECURITIES.

$30,000

DETROIT CITY 7s.

$50,000

JACKSON, LANSING AND SAGINAW RAILROAD.

FIRST MORTGAGE LAND GRANT 8s.

For Sale by

WILKINS & CO.,
Detroit, Mich.

BANKING HOUSE OF

HENRY CLEWS & CO.,

NO. 32 WALL-ST.

Interest allowed on all daily balances of gold coin or currency accounts at market rates.

Persons depositing with us can check at sight in same manner as upon any of the banks.

Certificates of Deposit issued payable on demand or at a fixed date, bearing interest at the current rate.

Collections made promptly at all points.

We draw Bills of Exchange, make telegraphic transfers of money in London, and issue credits throughout Europe.

O. E. WOOD, 23 NASSAU-ST.,

Offers for sale the following first-class

Railroad and Municipal Bonds:

ALBANY AND SUSQUEHANNAH RAILROAD, indorsed by the DELAWARE AND HUDSON CANAL COMPANY, 7 per cent., due in 1885.

LONG ISLAND RAILROAD, due 1898, 7 per cent., first mortgage.

SOUTHERN MINNESOTA RAILROAD LAND GRANT, 9,000 acres per mile, April and October, 8 per cent., free.

COLUMBUS AND HOCKING VALLEY SINKING FUND, 7 per cent.; road now earning more than interest on bonds and stock.

ELIZABETH CITY IMPROVEMENT BONDS, six years, 7 per cent.; interest April and October in New-York.

NEWARK CITY WATER BONDS, six years, 7 per cent., February and August.

ESSEX COUNTY (N. J.) WAR BONDS, 7 per cent.

NEW-JERSEY STATE WAR 6 per cent. bonds.

NEW-YORK AND NEW-JERSEY TOWN BONDS.

DUNKIRK, WARREN AND PITTSBURG R. R.

SEVEN PER CENT., GOLD.

PAYABLE DEC. 1 AND JUNE 1, FREE OF GOVERNMENT TAX.

$1,000,000 FIRST MORTGAGE BONDS, THIRTY YEARS TO RUN, AND PAYABLE IN GOLD.

This road runs from Dunkirk, on Lake Erie, to Warren, Penn., connecting the New-York and Erie and Lake Shore Railroads with the Pennsylvania Railroad, and running through the coal and oil regions. These bonds we offer at 90 and accrued interest.

LITCHFIELD, DANA & STIMSON,

NO. 18 WILLIAM-ST.

MARX & CO., NO. 18 WALL-ST.,

And for sale by the

BROOKLYN TRUST CO.

J. & W. SELIGMAN & CO.,

BANKERS,

No. 59 Exchange-place, corner Broad-st.,
New-York,

Issue Letters of Credit for travelers payable in any part of Europe, Asia, Africa, Australia and America.

Draw Bills of Exchange and make telegraphic transfers of money on Europe and California.

FINANCIAL.

Eight Per Cent. Per Annum in Gold.

FREE FROM UNITED STATES GOVERNMENT TAX.

THE BALANCE

OF THE ISSUE OF

$1,500,000

First Mortgage Bonds

OF THE

ST. JOSEPH

AND

DENVER CITY

Railroad Company,

NOW FOR SALE BY THE UNDERSIGNED.

These are a 30-year sinking fund bond, issued only upon a completed road, and bear eight per cent. interest in gold, payable on the 15th August and 15th February, in New-York, London or Frankfort, and are free from tax. These bonds are in denominations of $1,000 and $500, coupons or registered, and secured by an absolute and only mortgage upon the line, including all descriptions of rolling stock and equipments. This road is 111 miles in length, the largest portion of which is completed and successfully operated in the daily running of regular trains, the earnings of which are now in excess of the interest liabilities on this issue of bonds; over

$1,500,000

has already been expended upon this road from Stock Subscriptions and Donations. The Company are entirely free from debt. We unhesitatingly recommend them, and will furnish pamphlets, maps, and all information.

Price, 97½ and accrued Interest in Currency.

W. P. CONVERSE & CO.,

NO. 54 PINE-ST., NEW-YORK.

TANNER & CO.,

NO. 49 WALL-ST., NEW-YORK.

Alabama 8 per Cent.

GOLD BONDS,

FREE OF ALL TAXES.

THE FIRST MORTGAGE BONDS

OF

THE SOUTH AND NORTH ALABAMA RAILROAD COMPANY,

GUARANTEED BY THE STATE OF ALABAMA, IN AMERICAN GOLD, AND SECURED BY FIRST MORTGAGE OF $22,000 A MILE TO JAMES BUELL AND V. K. STEVENSON, TRUSTEES, WHICH MORTGAGE HAS BEEN EXAMINED AND APPROVED BY MESSRS. EVARTS, SOUTHMAYD & CHOATE, OF NEW-YORK, UPON THE ROAD FRANCHISES, DEPOTS, LANDS AND OTHER PROPERTY OF EVERY KIND, IN ADDITION TO THE INDORSEMENT OF THE STATE OF ALABAMA, WHICH CAN ONLY BE HAD AS THE ROAD IS FINISHED, EQUIPPED AND RECEIVED BY THE STATE ENGINEER AS A FIRST-CLASS ROAD AND OUTFIT, 50 MILES OF WHICH HAVE BEEN FINISHED, EQUIPPED, AND SO RECEIVED.

THE STATE OF ALABAMA, IN ORDERING THE INDORSEMENT OF THESE BONDS, SPECIALLY PROVIDES FOR THE PROMPT PAYMENT OF PRINCIPAL AND INTEREST OF THE SAME IN CASE THE COMPANY SHOULD FAIL TO DO SO.

THIS IS A SOUTH AND NORTH ROAD FROM THE CITY OF MONTGOMERY, 183 MILES LONG TO DECATUR, ON THE TENNESSEE RIVER, IN DIRECT LINE NORTH BY NASHVILLE, LOUISVILLE AND CINCINNATI TO CHICAGO.

THE STOCK PAID UP AND PROPERTY MORTGAGED TO SECURE THE PAYMENT OF THESE BONDS AND INTEREST IS $3,500,000, WHICH, WITH THE INDORSEMENT OF THE STATE OF ALABAMA, AND THE HIGH RATE OF INTEREST, MAKES A MOST DESIRABLE INVESTMENT.

A LIMITED NUMBER OF THESE BONDS ARE FOR SALE AT 95 AND ACCRUED INTEREST BY MESSRS.

V. K. STEVENSON & SON,

NO. 11 PINE-ST., AND

STOUT & DICKINSON,

NO. 25 BROAD-ST., N. Y.,

From whom full information can be had.

FOR SALE.

50 7 PER CENT. BONDS, WAYNE COUNTY, ILL., $1,000 EACH, AT 83 AND INTEREST.

300 7 PER CENT. BONDS, WAYNE COUNTY, ILL., $100 EACH, AT 80 AND INTEREST.

25 7 PER CENT. BONDS, CLAY COUNTY, ILL., $1,000 EACH, AT 83 AND INTEREST.

250 7 PER CENT. BONDS, CLAY COUNTY, ILL., $100 EACH, AT 80 AND INTEREST.

10 10 PER CENT. BONDS, LAMARD TOWNSHIP, WAYNE COUNTY, $1,000 EACH, AT 95 AND INTEREST.

5 10 PER CENT. BONDS, JASPAR TOWNSHIP, WAYNE COUNTY, $1,000 EACH, AT 95 AND INTEREST.

10 10 PER CENT. BONDS, BEDFORD TOWNSHIP, WAYNE COUNTY, $1,000 EACH, AT 95 AND INTEREST.

20 10 PER CENT. BONDS, HARTER TOWNSHIP, WAYNE COUNTY, $1,000 EACH, AT 95 AND INTEREST.

5 10 PER CENT. BONDS, BIG MOUND TOWNSHIP, WAYNE COUNTY, $1,000 EACH, AT 95 AND INTEREST.

IT IS THE DUTY OF THE AUDITOR OF THE STATE TO LEVY, FROM TIME TO TIME, SUFFICIENT TAXES TO MEET ALL ACCRUING INTEREST AND PRINCIPAL OF THESE BONDS.—EXTRACT FROM LETTER OF STATE AUDITOR OF ILLINOIS.

GILMAN, SON & CO.,

NO. 47 EXCHANGE-PLACE, NEW-YORK.

1st Mortgage

8 PER CENT. GOLD BONDS,

Guaranteed by the State of Alabama,

FOR SALE AT 95 AND ACCRUED INTEREST.

HENRY CLEWS & CO.,

BANKERS AND FINANCIAL AGENTS FOR THE STATE OF ALABAMA,

NO. 32 WALL-ST.

Southern and Western

County and Town Bonds

WANTED BY

W. S. FIELDING,
No. 65 Wall-st.

MUNROE & CO.,

AMERICAN BANKERS,

NO. 7 RUE SCRIBE, PARIS.

JOHN MUNROE & CO.,

NO. 8 WALL-ST.,
New-York,

Issue Circular Letters of Credit for Travelers in all parts of Europe, &c. Exchange on Paris.

THE

GERMAN AMERICAN BANK,

(Organized under the General Banking Law of the State of New-York,)

"EQUITABLE LIFE" BUILDING,

BROADWAY, CORNER OF CEDAR-ST.,

NEW-YORK CITY.

EMIL SAUER, President.

O. H. SCHREINER, Cashier, (over fifteen years Cashier of the Chatham National Bank, New-York.)

The GERMAN AMERICAN BANK will commence business on MONDAY, Aug. 1, 1870, with a CASH CAPITAL of $1,000,000, subject to increase to $15,000,000.

BOARD OF DIRECTORS.

CHAUNCEY T. BOWEN, of Bowen Brothers, Chicago.
ADOLPH ENGLER, of Kremelberg & Co.
GEORGE FRITZ, of Strasburger, Fritz and Pfeiffer.
JOHN R. GARDNER, of W. C. Pickersgill & Co.
MARCELLUS HARTLEY, of Schuyler, Hartley & Graham.
WILSON G. HUNT.
GER. JANSSEN, of Janssen, Schmidt & Rupertl.
FR'D. KUHNE, of Knauth, Nachod & Kuhne.
A. KLINGENBERG, of Kittel, Klingenberg & Co.
LEO LEHMANN, of Budge, Schiff & Co.
M. H. LEVIN.
FREDERICK M. MAAS.
F. MEISSNER, of Meissner, Ackerman & Co.
EDWARD PRIEBS, of Bauendahl & Co.
DAVID SALOMON.
EMIL SAUER, late Kamlah, Sauer & Co.
JOSEPH SELIGMAN, of J. & W. Seligman & Co.
L. J. STIASTNY, of Bauendahl & Co.
W. G. TAAKS, of Baltzer & Taaks.
FREDERICK VILMAR.

AUGUST BELMONT & CO.,

BANKERS, NO. 50 WALL-ST., NEW-YORK, ISSUE CIRCULAR LETTERS OF CREDIT for travelers' use, available in all parts of Europe, through the

MESSRS. DE ROTHSCHILD,

OF PARIS, LONDON, FRANKFORT-ON-THE-MAIN, VIENNA AND THEIR CORRESPONDENTS.

Also, make telegraphic transfers of money on

CALIFORNIA, EUROPE AND HAVANA.

BROWN BROTHERS & CO.,

NO. 59 WALL-ST.,

issue COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

UNION PACIFIC SECURITIES.

FIRST MORTGAGE, 6 Per Cent., Gold; LAND GRANTS, 7 Per Cent., Currency; INCOME BONDS, 10 Per Cent., Currency; and STOCK, bought and sold. J. S. STANTON, No. 25 Broad-st.

FINANCIAL.

THE

NATIONAL TRUST COMPANY.

OF THE CITY OF NEW-YORK,

NO. 336 BROADWAY.

CAPITAL - $1,000,000

DEPOSITS, OVER $5,000,000.

PAYS 4 PER CENT. INTEREST ON DEPOSITS SUBJECT TO CHECK AT SIGHT.

PAYS 5 PER CENT. INTEREST ON SPECIAL DEPOSITS FOR SIX MONTHS OR LONGER.

THE COMPANY IS A LEGAL DEPOSITORY FOR MONEYS PAID INTO COURT, AND RECEIVES MONEYS IN TRUST.

DARIUS R. MANGAM, President.

B. L. SOLOMON, First Vice-President. BENJ. F. BANCROFT, Second Vice-President.

JAMES MERRELL, Secretary.

BOGERT & WHITE,

BANKERS AND BROKERS,

No. 13 Broad-st., New-York.

JAMES G. KING'S SONS, BANKERS,

NO. 54 WILLIAM-ST., NEW-YORK.

Issue letters of credit on London and Paris, available in all the principal cities on the Continent. Buy and sell exchange on London, Paris, Amsterdam, Edinburgh and Glasgow.

DIVIDENDS.

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE No. 227 SOUTH 4TH-ST., PHILADELPHIA, June 29, 1870.

DIVIDEND NOTICE.

The transfer-books of this Company will be closed on the 7th of July next, and reopened on July 20.

A Dividend of Five per Cent. has been declared on the preferred and common stock, clear of National and State taxes, payable in cash, on and after the 22d of July next, to the holders thereof, as they stand registered on the books of the Company, at the close of business on the 7th of July next. All payable at this office.

All orders for Dividends must be witnessed and stamped.

S. BRADFORD, Treasurer.

ARE YOU INSURED?

OFFICE OF THE RUTGERS FIRE INSURANCE CO., Junction of Chatham-square, Worth and Mott sts. NEW-YORK, July 16, 1870.

The Board of Directors have declared a Semi-annual Dividend of EIGHT PER CENT. payable Aug. 1, 1870. Transfer-books closed from July 24 to Aug. 1, 1870.

JOSEPH W. DUGLISS, Secretary.

THIRTY-FIFTH DIVIDEND.

ASTOR FIRE INSURANCE COMPANY, No. 104 BROADWAY, NEW-YORK, July 13, 1870.

The usual EIGHT (8) PER CENT. Semi-annual Dividend is this day declared payable Aug. 1.

JAMES YEREANCE, Secretary.

INSURANCE STOCKS

FOR SALE.

INSURANCE STOCKS WANTED.

D. M. SEAMAN, No. 14 Pine-st.

OFFICE OF THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY, NEW-YORK, June 23, 1870.

AT A MEETING OF THE DIRECTORS held this day, the following resolutions were adopted, viz.:

Resolved, That a Dividend of Four per Cent., free of Government tax, be declared from the net earnings of the Company prior to Aug. 1, 1870, payable on that day at the office of the Union Trust Company in the City of New-York.

Resolved, That the transfer-books of this Company be closed on the 16th day of July next at 2 o'clock P. M., and reopened on the 2d day of August next.

JAS. H. BANKER, Treasurer.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY, CLEVELAND, Ohio, July 12, 1870.

A DIVIDEND OF THREE AND A HALF per Cent. has been declared by this Company, payable on and after AUGUST 1, free of United States tax.

Stockholders holding certificates registered at New-York will be paid at the office of the United States Trust Company, No. 49 Wall-st.

The transfer-books will be closed from 16th inst. until August 2.

By order of the Board of Directors.

GEO. H. RUSSELL, Treasurer.

OFFICE OF TOLEDO, PEORIA AND WARSAW RAILWAY CO., ROOM NO. 38, NO. 80 BROADWAY, NEW-YORK, July 27, 1870.

THE COUPONS DUE AUG. 1, ON THE First Mortgage Bonds of the Toledo, Peoria and Warsaw Railway Company, Western Division, will be paid at the Farmers' Loan and Trust Company, No. 26 Exchange-place, on and after that date, less Government tax.

ZENO SECOR, President.

OFFICE OF THE COMMERCIAL WAREHOUSE COMPANY OF NEW-YORK, No. 29 WILLIAM-ST., NEW-YORK, July 20, 1870.

THE BOARD OF DIRECTORS HAVE this day declared a Quarterly Dividend of Two per Cent. on the capital stock of the Company, payable on and after the 1st of August next.

The transfer-books will be closed on the 30th inst., and opened on the 2d prox.

WILLIAM TOBIN, Secretary.

NEW-JERSEY RAILROAD AND TRANSPORTATION CO., TREASURER'S OFFICE, NO. 111 LIBERTY-ST., NEW-YORK, July 18, 1870.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual Dividend of Five per Cent., free of Government tax, payable on and after 1st August next. Transfer-books will remain closed till 2d August.

H. J. SOUTHMAYD, Treasurer.

OFFICE COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY, NO. 57 BROADWAY, NEW-YORK, July 22, 1870.

FIRST MORTGAGE COUPONS OF the Toledo, Logansport and Burlington Railroad; Cincinnati and Chicago Air Line Railroad; and second mortgage coupons of the consolidated bonds of the Columbus, Chicago and Indiana Central Railway, due Aug. 1, will be paid at the St. Nicholas National Bank, on and after that date.

B. E. SMITH, President.

OFFICE OF MANHATTAN INSURANCE COMPANY, No. 68 WALL-ST., NEW-YORK, July 14, 1870.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of Eight (8) Per Cent.,

PAYABLE ON DEMAND.

GEORGE B. HODGSDON, Secretary.

OFFICE OF THE CENTRAL RAILROAD COMPANY OF NEW-JERSEY, NO. 119 LIBERTY-ST., NEW-YORK, July 27, 1870.

THE FIRST MORTGAGE BONDS of this Company, maturing on the first day of August next, will be paid on that day on presentation at this office. Interest thereon will cease on Monday next.

SAMUEL KNOX, Treasurer.

ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY. TREASURER'S OFFICE, NO. 12 WALL-ST., NEW-YORK, July 25, 1870.

THE COUPONS FROM THIS COMPANY'S Bonds, due Aug. 1 prox., will be paid on and after that day at the office of the Company, No. 12 Wall-st.

H. H. BOODY, Treasurer.

CORN EXCHANGE BANK, NEW-YORK, July 23, 1870.

A HALF-YEARLY DIVIDEND OF Five per Cent. and the Government tax will be paid at the Banking-house on and after Aug. 1 next.

Transfer-books will be closed from 25th inst. to 1st prox.

By order, W. A. FALLS, Cashier.

OFFICE OF THE GARDNER MANUFACTURING CO., No. 110 BOWERY, NEW-YORK, July 25, 1870.

AT A MEETING OF THE BOARD of Trustees of this Company, held at the office this day, the usual Quarterly Dividend of Two Dollars ($2) per share was declared payable to the stockholders on demand.

JOHN BOWMAN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW-YORK, July 7, 1870.

A DIVIDEND OF FIVE PER CENT. in cash, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next, to the holders of full-paid shares registered at the close of the 15th day of July inst., after which date, and until the 5th day of August next, the transfer-books will be closed.

THOMAS E. WALKER, Treasurer.

OFFICE OF THE NORTH AMERICAN FIRE INSURANCE CO., No. 192 BROADWAY, NEW-YORK, July 7, 1870.

EIGHTY-FOURTH DIVIDEND.—THE Board of Directors have this day declared a Semi-annual Dividend of Five per Cent., payable on demand.

F. H. CARTER, Secretary.

OFFICE OF THE BROADWAY INSURANCE CO., No. 158 BROADWAY, July 20, 1870.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a Semi-annual Dividend of Eight per Cent., free from tax, payable Aug. 1.

JOHN WRAY, Secretary.

OFFICE LENOX FIRE INSURANCE COMPANY, No. 158 BROADWAY, NEW-YORK, July 12, 1870.

TWENTY-SEVENTH DIVIDEND.—A Semi-annual Dividend of FIVE Per CENT., free of Government tax, is payable on demand.

A. H. WALTON, Secretary.

PACIFIC RAILROAD CO., (of Missouri,) ST. LOUIS, July, 1870.

NOTICE.—THE COUPONS DUE 1ST OF AUgust from Bonds of this Company will be paid upon presentation on and after that date, at the National Bank of Commerce, in New-York.

HUDSON E. BRIDGE, President.

OFFICE OF THE NIAGARA FIRE INSURANCE CO., No. 12 WALL-ST., NEW YORK, July 20, 1870.

THE DIRECTORS HAVE THIS DAY declared a Dividend of Five (5) per Cent. on the capital stock for the last six months, payable on demand, free of Government tax.

H. KIP, Secretary.

OFFICE OF THE ST. NICHOLAS INSURANCE COMPANY, No. 166 BROADWAY, NEW-YORK, July 20, 1870.

THE BOARD OF DIRECTORS have declared the usual Semi-annual Dividend of Five per Cent., free of tax, payable on the 1st day of August.

JOHN J. SEARING, Secretary.

THIRTY-FIRST DIVIDEND.—THE Stuyvesant Insurance Company have declared their usual Semi-annual Dividend of Five per Cent., free from tax, payable on demand at the office No. 122 Bowery.

WM. F. LEGGETT, Secretary.

PACIFIC BANK, NEW-YORK, July 19, 1870.

THE BOARD OF DIRECTORS HAVE this day declared a Quarterly Dividend of Four per Cent., free from Government tax, payable on and after the 1st day of August.

R. BUCK, Cashier.

OFFICE OF THE ATLANTIC AND GREAT WESTERN PETROLEUM COMPANY, No. 122 BOWERY.

A DIVIDEND OF FIVE (5) PER Cent. has this day been declared payable Aug. 1.

W. A. HALL, Treasurer.

NEW-YORK, July 18, 1870.

SAVINGS BANKS.

SIX PENNY SAVINGS BANK,

ASTOR PLACE,

NEW YORK.

NOTICE.

THIRTY-THIRD SEMI-ANNUAL DIVIDEND.

This Bank will pay its regular SEMI-ANNUAL DIVIDEND at the rate of SIX PER CENT., on and after Aug. 1. Dividends not called for will be credited to the depositors' account and be entitled to interest from Aug. 1, the same as a regular deposit. Money deposited up to the 10th of August, will draw interest from the 1st.

WM. MILES, Pres.

JAS. S. SLOAN, Sec.

UNION DIME SAVINGS BANK.

Nos. 396 and 398 Canal-st., corner Laight-st.

SIX PER CENT. INTEREST ON $5 TO $5,000.

ASSETS, $7,695,386 96.

N. J. HAINES, W. S. WHITLOCK, Vice-Presidents. JOHN McLEAN, President. G. S. CHAPIN, Treasurer. T. S. ARMOUR, Secretary.

SIX PER CENT.

INTEREST FROM THE 1ST OF EACH MONTH.

MARKET SAVINGS BANK,

No. 82 Nassau-st., New-York.

Money deposited on or before Aug. 1 will bear interest from that date.

WILLIAM VAN NAME, President.

HENRY R. CONKLIN, Secretary.

EQUITABLE SAVINGS INSTITUTION, NO. 76 6TH-AV., CORNER OF WAVERLEY-PLACE.

THIS BANK HAS BEEN ORGANIZED for the convenience of depositors, and is open every day, (Sundays and holidays excepted,) from 8 A. M. to 8 P. M. for the reception and payment of money.

Six per Cent. interest allowed on all sums from $5 upward.

Money deposited before Aug. 1 will draw interest from July 1.

JOHN P. WHITE, President.

GEORGE T. JACKSON, First Vice-President.

WM. H. BEERS, Second Vice-President.

FLOYD CLARKSON, Secretary.

NORTH RIVER SAVINGS BANK, corner of 8th-av. and West 34th-st.

DIVIDEND.—A Semi-annual Dividend at the rate of SIX PER CENT. per annum on all sums from $5 to $5,000 will be paid on and after July 18, 1870.

INTEREST COMMENCES ON THE FIRST day of each month. SIX PER CENT. INTEREST PAID.

Bank open daily from 10 A. M. to 3 P. M.; also, on MONDAY, WEDNESDAY and SATURDAY EVENINGS, from 6 to 8 o'clock.

JOHN HOOPER, President.

JAMES O. BENNETT, Secretary.

NEW-YORK SAVINGS BANK, 8TH-AV., corner of 14th-st.—Six per cent. interest paid on all sums from $5 to $5,000. Deposits made on or before Aug. 1 will draw interest from Aug. 1.

R. H. BULL, President.

C. W. BRINCKERHOFF, Secretary.

ONE PER CENT. EXTRA INTEREST is gained by depositing on or before Aug. 1, DIME SAVINGS BANK, Nos. 3 and 5 Broadway, Williamsburg.

AUCTION SALES.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 22, 1870.

THE NAVY DEPARTMENT WILL offer for sale at public auction, at the United States Navy-yard, Brooklyn, on SATURDAY, the 6th day of August, 1870, at 12 o'clock M., the screw tug

CLINTON,

of 50 tons.

The vessel and her inventory can be examined at any time on application to the Commandant of the Yard.

One-half of the whole amount of the purchase money must be deposited at the time of adjudication, and the balance with five days thereafter, and the vessel must be removed from the Navy-yard within two weeks from the day of sale.

The Government reserves the right to withdraw the vessel from sale for any purchaser who will pay the appraised value, with an increase of ten per centum thereto.

JOSEPH HEGEMAN & CO., Auctioneer.

FRIDAY, JULY 29, AT 10 A. M., AT the Central Sale-rooms, Willoughby, corner of Pearl-st., Brooklyn: Rose-wood pianos, mirrors, parlor, chamber and dining-room furniture, bedding, china, fancy goods, velvet and other carpets, stoves, &c.

EDWARD M. BROWN, Auctioneer.

BY T. R. MINTURN, BROWN & CO.—THIS DAY, (Thursday,) July 28, at 11 o'clock, within their store, 50 boxes fresh Palermo lemons, landing.

MEDICAL.

$1,000 REWARD

For any case of Blind, Bleeding or Itching PILES that DE BING'S PILE REMEDY fails to cure. It has cured cases of twenty years' standing. Try it, and get rid of the most troublesome disease flesh is heir to. Sold by all druggists.

Wholesale by JOHN HENRY, New-York.

A PHYSIOLOGICAL VIEW OF MARRIAGE—Containing nearly 300 pages and 150 fine plates and engravings of the anatomy of the sexual organs, in a state of health and disease, with a treatise on self-abuse, its deplorable consequences upon the mind and body, with the author's plan of treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser of the married and those contemplating marriage, who entertain doubts of their physical condition. Sent, free of postage, to any address on receipt of 25 cents, in specie or postage stamps. Address Dr. LA CROIX, No. 31 Maiden-lane, Albany, N. Y.

DR. R. COBBETT, MEMBER OF the N. Y. University Medical College, and R. C. Surgeons, London, can be consulted privately on certain diseases. A practice of 34 years, 30 of which have been a specialty, enables him to make speedy and permanent cures or no charge. Office 20 Centre-st., near Chambers. A private entrance at 6 City Hall-place.

LOSS OF MANHOOD, OR IMPOTENCY resulting from the follies of youth, or other causes. Young, middle-aged, or even old men restored to manly vigor, by Dr. LEWIS, author of "Medical Companion and Guide to Health," No. 7 Beach-st., New-York. Forty years' private practice.

DR. EVANS' OFFICE, NO. 94 CHATHAM-st., only place for speedy cure of private diseases; manhood restored by Dr. EVANS' Elixir.

NERVOUS DEBILITY AND PRIVATE complaints of either sex cured by Dr. EVANS, No. 94 Chatham-st. Manhood restored in fifteen minutes.

$1,000 REWARD FOR ANY PRIVATE disease that Dr. EVANS' remedies fail to cure. Apply to Dr. EVANS, No. 94 Chatham-st.

PUBLIC NOTICES.

DEPARTMENT OF DOCKS, NOS. 346 AND 348 BROADWAY, NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT of Docks, having received, in accordance with the provisions of section 33, of chapter 383, Laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New-York, they now, in accordance with the further provisions of said section, advertise for plans for the best method of improving the water-front and harbor of the City of New-York, by a new system of wharves, piers, docks, basins and slips, which shall accommodate the present commerce of the City and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the City available to the commerce of the port.

Said plans will be received until Sept. 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also for the accommodation of steam-boats plying to places on the Hudson River and Long Island Sound, for the canal-boats arriving in this City, and for the railroads and other commercial interests.

Plans should be accompanied by all necessary documents, estimates and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY,
Commissioners of the Department of Docks.

LOST AND FOUND.

LOST—AT FOOT OF WALL-ST., OR ON BAY Ridge boat, a large black-and-tan terrier DOG. $5 reward will be paid by returning him to No. 260 Hicks-st., Brooklyn.

REWARDS.

$8,500 REWARD.—THE TOWN OF Milford offers $5,000, the State of Connecticut offers $3,000, Wapowage Lodge I. O. O. F. offers $500, total, $8,500 reward, for such information as may lead to the detection and APPREHENSION OF THE MURDERER OR MURDERERS of Mr. NATHAN FENN, of Milford, Conn., by burglars, on the morning of July 6, 1870. All communications relating to the above may be addressed to

P. S. BRISTOL, Town Agent, Milford, Conn.

HORSES AND CARRIAGES.

ARMY WAGONS, CARTS, TENTS, hammocks, wedge, wall, shelter, Sibley, hospital tents, canvas, boat-sails, awnings, mule collars, McClellan Saddles. CARTER'S, No. 52 Cortlandt-st., near Greenwich.

FOR SALE—HORSE, LIGHT WAGON, rockaway and Portland cutter, including harness, blanket, &c. Price $500. Address G. R., P. O. Box 6,089.

FURNITURE.

WARREN WARD, & CO.

Nos. 75 and 77 Spring-st., corner Crosby.

Established 1850.

Wholesale and retail manufacturers of the latest styles of BEDROOM, PARLOR, DINING AND LIBRARY FURNITURE, MATTRESSES, SPRING BEDS, &c., &c. All goods warranted as represented.

FURNITURE TAKEN ON STORAGE in the lofts No. 18 4th-av. Apply on the premises to CONKLINS & BAYLES.

BUSINESS CHANCES.

FOR SALE—THE STOCK, FIXTURES AND lease of the old established jewelry-store, No. 362 Bowery; one of the best locations in the City. For further particulars apply at the store.

SHIPPING.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

Scotia, Wednes., July 27
Calabria, Thurs., July 28
Cuba, Wednesday, Aug. 3
Siberia, Thursday, Aug. 4
Russia, Wednes., Aug. 10
Tarifa, Thursday, Aug. 11
China, Wednes., Aug. 17
Samaria, Thurs., Aug. 18
Abyssinia, Wed., Aug. 24
Tripoli, Thursday, Aug. 25

RATES OF PASSAGE.
By the steamers not carrying Steerage:
First Cabin, $130, gold. Second Cabin, $80, gold.
First Cabin to Paris....................$145, gold.
Return tickets..........................$250, gold.
By the steamers carrying Steerage:
First Cabin, $80, gold. Steerage, $30, currency.
Return tickets..........................$150, gold.

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates.

Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp and other ports on the Continent, and for Mediterranean ports.

For freight and cabin passage apply at the Company's Office, No. 4 Bowling-green.

For steerage passage at No. 111 Broadway, Trinity Building. CHAS. G. FRANCKLYN, Agent.

THE ANCHOR LINE STEAMERS

SAIL TO AND FROM GLASGOW AND DERRY EVERY WEDNESDAY AND SATURDAY,

Booking passengers at the LOWEST RATES, and forwarding them at REDUCED RATES to and from all railway stations in Great Britain, Ireland, Norway, Sweden, Denmark, Germany and America as safely, speedily, comfortably and cheaply as by any other route or line.

EXPRESS STEAMERS.
Anglia........Sat., July 30
Australia......Sat., Aug. 6
Columbia......Sat., Aug. 13
Europa........Sat., Aug. 20
India..........Sat., Aug. 27
Cambria.......Sat., Sept. 3

EXTRA STEAMERS.
Dorian......Wed., Aug. 3
Sidonian....Wed., Aug. 10
Britannia....Wed., Aug. 17
Caledonia...Wed., Aug. 24
Iowa.........Wed., Aug. 31
Dacian.......Wed., Sept. 7

and every WEDNESDAY and SATURDAY thereafter, from Pier No. 20 North River, New-York.

RATES OF PASSAGE, PAYABLE IN CURRENCY.
First Cabin $65 and $75, according to location.
Excursion tickets, good for 12 months, $130.
Intermediate, $33; Steerage, $28.

Certificates, at REDUCED RATES, can be bought here by parties wishing to send for their friends.

Drafts issued, payable on presentation.

Apply at the Company's offices to
HENDERSON BROTHERS, No. 7 Bowling-green.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

VILLE DE PARIS. SURMONT..SATURDAY, Aug. 6
ST. LAURENT.....LEMARIE..SATURDAY, Aug. 20
PEREIRE.........DUCHESNE.SATURDAY, Sept. 3
FALAYETTE......ROUSSAU....SATURDAY, Sept. 17

Rates of passage, payable in gold, (including wine.) TO BREST OR HAVRE, First cabin, $140; second cabin, $75.

TO PARIS, (including railway ticket,) $145 and $78.

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent of Europe, by taking the steamers of this line avoid both transit by English railways and the discomforts of crossing the Channel, besides saving time, trouble and expense.

GEO. MACKENZIE, Agent, No. 58 Broadway.

NATIONAL LINE.

STEAM TO LIVERPOOL AND QUEENSTOWN,
From Pier No. 27 North River.
FRANCE, GROGAN, Saturday, July 30, at 7:30 A. M.
ITALY, GRACE, Saturday, Aug. 6, at 12 M.
ENGLAND, WEBSTER, Saturday, Aug. 13, at 3 P. M.

Passage to Liverpool or Queenstown: Cabin, $75 and $65; steerage, $28 currency.

Prepaid steerage tickets from Liverpool, Queenstown, Londonderry and Glasgow, $32 currency.

STEAM TO AND FROM HAVRE AND LONDON every fortnight, calling at Plymouth to land passengers.
VIRGINIA, Saturday, Aug. 13, 7 A. M.
DENMARK, Wednesday, Aug. 24, 2 P. M.
PENNSYLVANIA, Wednesday, Sept. 7, 2 P. M.
Cabin passage, $80 and $90.
Steerage passage, $30.
Passengers booked to Paris at reduced rates.

For further particulars apply at the Company's office, No. 69 Broadway.

F. W. J. HURST, Manager.

FOR LIVERPOOL AND QUEENSTOWN. Inman Line of Royal Mail Steamers are appointed to sail as follows:

CITY OF PARIS..........Saturday, July 30, 7 A. M.
CITY OF LONDON.........Saturday, Aug. 6, 2 P. M.
ETNA, (via Halifax).......Tuesday, Aug. 9, 1 P. M.

And each succeeding SATURDAY and alternate TUESDAY, from Pier No. 45 North River.

RATES OF PASSAGE

PAYABLE IN GOLD.		PAYABLE IN CURRENCY.	
1st Cabin, (single berth)	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax, N. S.	20	To Halifax, N. S.	15

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the Company's Office.

JOHN G. DALE, Agent,
No. 15 Broadway, New-York.

FOR LIVERPOOL.

(VIA QUEENSTOWN,)
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron-screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY as follows:

MANHATTAN, Capt. FORSYTH, Aug 3, at 10½ A. M.
MINNESOTA, Capt. WHINERAY, Aug. 10, at 4 P. M.
IDAHO, Capt. PRICE.............Aug. 17, at 10 A. M.
NEVADA, Capt. GREEN...........Aug. 24, at 4 P. M.
COLORADO, Capt. FREEMAN.....Aug. 31, at 9 A. M.
WISCONSIN, Capt. WILLIAMS...Sept. 7, at 3 P. M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall-st.

IMPORTANT TO EUROPEAN TRAVELERS.

HARPER'S HAND-BOOK FOR TRAVELERS IN EUROPE AND THE EAST. Being a guide through France, Belgium, Holland, Germany, Austria, Italy, Egypt, Syria, Turkey, Greece, Switzerland, Tyrol, Russia, Denmark, Sweden, Spain, Great Britain and Ireland. With a Railroad Map corrected up to 1869. By W. PEMBROKE FETRIDGE. Revised edition; eighth year. Large 12mo, leather, pocket-book form, $7 50.

HARPER'S PHRASE-BOOK; Or, Hand-book of Travel-talk for Travelers and Schools. Being a guide to conversations in English, French, German and Italian. By W. PEMBROKE FETRIDGE. Square 4to, flexible cloth, $1 50.

FOR SALE BY ALL BOOK-SELLERS.

PACIFIC MAIL STEAMSHIP COMPANY'S

THROUGH LINE TO

CALIFORNIA AND CHINA.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New-York to San Francisco:
First Class. $125 to $170. Steerage. $60.
according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal-st., at 12 o'clock noon.

ON 5TH AND 21ST OF EACH MONTH, except when those days fall on Sunday, then the day previous.

One hundred pounds of baggage free to each adult. Medicine and attendance free.

AUG. 5—RISING STAR, Capt. MAURY, connecting with COLORADO, Capt. FARNSWORTH.

Steamer JAPAN will leave San Francisco Sept. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. Thursday, Aug. 4.

Freight for Central American and South Pacific ports will be received until 4 P. M. on Wednesday, Aug. 3, only. All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets, and all further information, apply at the office, Pier No. 42 North River.

F. R. BABY, Agent.

HAVANA, SISAL AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line—Sailing every twenty days, from Pier No. 17 East River. The new steamers
CITY OF MEXICO, Capt. TIMMERMAN, MONDAY, Aug. 1, 3 P. M.
CITY OF MERIDA, Capt. DEAKEN, SATURDAY, Aug. 20, 3 P. M.

For freight or passage apply to
F. ALEXANDRE & SONS, No. 33 Broadway.

U. S. MAIL TO HAVANA.

ATLANTIC MAIL STEAM-SHIP COMPANY, sailing regularly every THURSDAY at 3 o'clock P. M. precisely from Pier No. 4 North River.

MISSOURI, Capt. J. B. EDWARDS.............July 28
MORRO CASTLE, Capt. R. ADAMS..............Aug. 4
MAGNOLIA, Capt. E. VAN SICE, via Nassau. Aug. 11

For freight or passage apply to
S. G. WHEELER, JR., President.
No. 5 Bowling-green.

FOR NASSAU, N. P.

CARRYING THE ROYAL MAILS.

Atlantic Mail S. S. Co.'s steamer COLUMBIA, Capt. E. VAN SICE, Aug. 11, at 3 P. M., from Pier No. 4 North River.

For freight or passage apply to
S. G. WHEELER, Jr., President,
No. 5 Bowling-green.

FOR SAVANNAH, GA.,

AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE STEAM-SHIPS, AND CENTRAL RAILROAD OF GEORGIA.

GREAT REDUCTION IN PASSENGER RATES TO ALL POINTS IN THE INTERIOR.

FOUR STEAMERS A WEEK,
TUESDAY,
THURSDAY
AND SATURDAY

THE STEAM-SHIPS

GENERAL BARNES, Capt. MALLORY, THURSDAY, July 28, from Pier No. 36 North River, at 3 P. M.
LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty-st.

SAN JACINTO, Capt. ATKINS, SATURDAY, July 30, from Pier No. 8 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.

CLEOPATRA, Capt. PHILLIPS, TUESDAY, Aug. 2, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South-st.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one; their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage; in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 8 Rue d'Alger, near the Tuileries Gardens, Paris.

UNITED STATES PASSPORT BUREAU.—United States passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 205 Broadway.

SHIPPING.

FOR ST. THOMAS AND BRAZIL.

UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month:
SOUTH AMERICA, Capt. TINKLEPAUGH, Aug. 23.
NORTH AMERICA, Capt. SLOCUM, Sept. 23.
MERRIMACK, Capt. WIER, Oct. 23.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
No. 5 Bowling-green, New-York.

STEAMBOATS.

NARRAGANSETT STEAM-SHIP CO.

NEW-JERSEY SOUTHERN R. R. LINE.

Six trips daily between New-York and Long Branch. Five excursions to Sandy Hook and return.

The magnificent saloon steamers
PLYMOUTH ROCK, Commander L. V. TILTON, and
JESSE HOYT, Commander JAMES SEELY,
will leave from Pier No. 28 North River, foot of Murray-st., daily, Sundays excepted, as follows:

Plymouth Rock at 6:45, 11 A. M., 4:30 P. M., Jesse Hoyt, 9:45 A. M., 3:30, 7:15 P. M. For freight, 6 P. M., connecting at Sandy Hook with the trains of the New-Jersey Southern Railroad for Highlands, Seabright and Long Branch. For Branchport, Oceanport, Farmingdale, Bricksburg, Manchester and Toms River, 6:45 A. M., 3:30 P. M.; Red Bank, Shrewsbury and Eatontown Junction, 6:45 A. M., 3:30, 4:30 P. M.; Port Monmouth, Navesink and Middletown, 3:30 P. M., (via Port Monmouth Pier,) Philadelphia, 6:45 A. M., (accommodation,) 4:30 P. M., (express.)

Returning trains leave Long Branch at 7, 7:50, 10:48 A. M., 1, 4:25, 6:58 P. M. Grand Promenade Concert on the Plymouth Rock daily by the celebrated band of the Ninth Regiment, N. G. S. N. Y.

Commutation tickets for sale at the office of the Narragansett Steam-ship Co., Pier No. 30 N. R.

Fare to Long Branch, $1.

Excursions to Sandy Hook and return by all boats except 7:15 P. M. Fare, $1.

JAMES FISK, Jr., President.

STONINGTON LINE.

TO BOSTON AND PROVIDENCE.

GREAT INSIDE ROUTE—SHORTEST AND MOST DIRECT.

Fare always as low as by any other line.

The new and elegant Side-wheel steamers
STONINGTON and NARRAGANSETT,
Capt. WM. M. JONES. Capt. GEO. B. HULL.
From Pier No. 33, foot of Jay-st., North River, at 5 P. M.,
Arriving ahead of all other lines.

Tickets sold and state-rooms secured at No. 319 Broadway, corner New Pearl-st., and at Dodd's Express office, No. 944 Broadway. D. S. BABCOCK, President Stonington Steamboat Company.

NARRAGANSETT STEAM-SHIP CO.

FOR BOSTON,
Via FALL RIVER, touching at NEWPORT.
SUMMER ARRANGEMENTS:
The world-renowned steamers
BRISTOL,
Commander A. G. SIMMONS,
and
PROVIDENCE,
Commander B. M. SIMMONS,

having been thoroughly overhauled and elegantly refitted, leave alternately daily (Sundays included) at 5 P. M., from Pier No. 30 North River, foot of Chambers-st.

GRAND PROMENADE CONCERT
On each steamer, every evening, by Hall's Celebrated Boston Brass, String and Reed Bands.

PEOPLE'S LINE STEAM-BOATS

FOR ALBANY.

The steamers DREW and ST. JOHN continue to leave their pier, No. 41 North River, south side of Canal-st., at 6 o'clock P. M., daily, Sundays excepted, always connecting at Albany with trains of the several railroads North, West and East. Tickets sold and baggage checked to all points at the office, on the wharf, and at Dodd's Express offices, No. 994 Broadway and No. 1 Court-st., Brooklyn. This is the only steam-boat line connecting with Sunday trains to Saratoga and Sharon from Albany. Travelers must not be misled by advertisements intimating the change of the locality of its business.

$2 TO ALBANY AND TROY.

The day line steam-boats, C. VIBBARD and DANIEL DREW, will leave Vestry-st. Pier at 8½ and 34th-st. at 9 A. M., landing at Yonkers, (Nyack and Tarrytown by ferry-boat,) Cozzens, West Point, Cornwall, Newburg, Poughkeepsie, Rhinebeck, Malden, Catskill and New-Baltimore. A special train of broad-gauge cars, in connection with the day boats, will leave on arrival at Albany, (commencing June 15,) for SHARON SPRINGS, (fare $4 from New-York) and for Cherry Valley. The steam-boat SENECA will transfer passengers from Albany to Troy.

STEAMER D. R. MARTIN.

Capt. JAY L. CLARK, for Huntington, Cold Spring, Oyster Bay and Bayville, daily at 4 P. M., from Pier No. 37 East River, foot of Market-st., one block above Catharine Ferry, touching at 37th-st. at 4¼ for passengers only.

PEOPLE'S ALBANY AND TROY LINE.—OPENING OF NEW DEPOT.—The steamers of this line formerly having been known as running from Pier No. 40, foot of Canal-st., will hereafter leave their new wharf, the largest in America, Pier No. 44 North River, foot of Spring, Prince or Charlton-st., EVERY AFTERNOON at 6 o'clock, and foot of West 34th-st., at 6:15; fare only $1 50, nearly $2 less than rail, and like reduction to BUFFALO and the West, SARATOGA and the North. Passengers by Broadway, 6th, 7th or 8th-av. horse cars, will get out at Charlton-st. Through tickets and baggage checked to all points on the morning Express Trains, which leave Albany and Troy.

SHREWSBURY, RED BANK AND LONG BRANCH.—The steamer SEA BIRD will leave New-York, foot of Warren-st., as follows:

LEAVE NEW-YORK.	LEAVE RED BANK.
Monday, 25th......6:00 A. M.	Monday, 25th......6:00 A. M.
Monday, 25th......3:00 P. M.	Tuesday, 26th......6:30 A. M.
Tuesday, 26th......3:00 P. M.	Wednesday, 27th.7:00 A. M.
Wednesday, 27th.3:00 P. M.	Thursday, 28th...7:00 A. M.
Thursday, 28th...3:00 P. M.	Friday, 29th......7:00 A. M.
Friday, 28th......4:00 P. M.	Saturday, 30th...7:30 A. M.

FOR NORWALK AND DANBURY.—Railroad time; no dust; half railroad fare—The beautiful steam-boat NELLY WHITE leaves Pier No. 37 East River, foot of Market-st., every afternoon at 2:45, and 37th-st. at 3 o'clock. Returning leaves Norwalk at 7:50 A. M., on the arrival of the Danbury and New-Haven trains. Fare, 75 cents; excursion tickets, $1 25.

FISHKILL AND CORNWALL.—Steamboat WALTER BRETT, from Pier No. 43, foot of Spring-st., TUESDAY and FRIDAY at 2 P. M., landing at Cold Spring; WEDNESDAY and SATURDAY at 5 P. M., landing at Cornwall only. First-class accommodations for passengers. State-rooms for invalids if desired. Freight received every day, with ample room for horses and carriages.

FOR SAG HARBOR, GREENPORT, ORIENT, ORIENT POINT AND NEW-SUFFOLK.—The splendid side-wheel steamer EASTERN CITY will leave Pier No. 26 East River, (Peck-slip,) TUESDAYS, THURSDAYS and SATURDAYS, at 5 P. M., for the above places. Returning will leave Sag Harbor at 4 P. M. on the alternate days.

I. S. TUTHILL, No. 156 South-st.

NEWBURG, POUGHKEEPSIE AND RONDOUT, landing at Cozzens, West Point, Cornwall, New-Hamburg and Milton. The steam-boat MARY POWELL (on and after SATURDAY, May 14,) will leave Vestry-st. Pier at 3½ P. M. daily.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M. Connecting trains leave the wharf, New-Haven, through the week, at 5 A. M. and at 8:15 P. M. on Saturdays.

FOR HUDSON, ATHENS AND INTERMEDIATE PLACES.—The clipper steam-boat NEVERSINK leaves foot of Warren-st., every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock P. M., for the above places. Fare, $1.

THE STEAMER HELEN, CAPT. JAMES S. THROCKMORTON, leaves Red Bank, daily, at 3 P. M., (Saturdays and Sundays excepted.) Leave New York, (foot of Warren-st.,) Tuesdays, Wednesdays, Thursdays and Fridays, 8 A. M. Saturdays, 12 M.

FOR BRIDGEPORT AND ALL POINTS on Housatonic and Naugatuck Railroads; fare $1. Steamers leave Catharine-slip 12 noon and 12 every night, (Sundays excepted.)

TO SARATOGA AND RETURN.—Fare for the round trip, $5; excursion tickets for sale at Pier No. 44 North River; steamer leaves daily at 6 P. M. (Saturday's excepted.) J. W. HANCOX.

FOR STAMFORD AND GREENWICH.—The steam-boat STAMFORD leaves Pier No. 37 East River daily at 3, and foot of 37th-st. at 3¼ P. M.

SUPPLIES AND TRANSPORTATION FOR THE U. S. NAVY.

PAY-MASTER'S OFFICE, U. S. NAVY, }
NO. 29 BROADWAY, NEW-YORK, July 25, 1870. }

Proposals, sealed and indorsed on the envelope "Bids for Supplies or Transportation" (as the case may be,) will be received at this office until 1 o'clock the 1st prox., for the following supplies, of the best quality, to be delivered as follows, and transportation, viz.:

SUPPLIES—BUREAU NAVIGATION.
50 spare Lenses (red); 50 do. (green).
Commandant's Order.
10 Machines of 1½ tons; 15 do. of ¾ of a ton; (S. M. Langley's Patent Improved Hoisting Machines.)
BUREAU STEAM ENGINEERING.
100 gallons Boiled Oil; 5,000 lbs. White Lead.
BUREAU ORDNANCE.
12 doz. Spring Padlocks, all brass, per sample; 120 gallons Sperm Oil, best Winter strained.

All of the above to be delivered at the Navy-yard, New-York.

BUREAU YARDS AND DOCKS.
10,700 Roofing Slates, 12x24, subject to inspection, and to be delivered alongside such vessel leaving this port as may be designated.
TRANSPORTATION.
From Navy-yard, New-York, to Navy-yard, Mare Island, Cal.:
52,226 lbs. Naval Stores; 10,700 Roofing Slates.

The latter will be delivered alongside ship, at this port.

Bidders are referred to the respective officers in charge of the Navy-yard for samples and further information, and will state in their proposals the date within which they will complete deliveries, if awarded to them, which must not exceed ten days from date of order.

The right is reserved to reject any or all bids that may not be deemed advantageous to the Government, and to award each article or item separate, as may be most to its interest.

Responsible security required for the prompt and faithful delivery of supplies awarded within the time specified.

Blank forms will be furnished at this office, and bids opened at the hour above named, when parties interested are invited to be present.

J. O. BRADFORD, Pay-master, U. S. N.

PROPOSALS FOR COAL.

Sealed proposals for 450 tons of Lackawanna Anthracite Coal, will be received at the office of the Surgeon in charge at the United States Naval Hospital, Brooklyn, until the 10th day of August, 1870.

The coal to be of egg size, (suitable for steaming,) and of the best quality, each and every ton to be of 2,240 pounds weight. The whole quantity of coal to be delivered and stowed in the place assigned on the Hospital premises at such time or times as may be hereafter designated.

No proposal will be considered unless accompanied by a satisfactory guarantee signed by at least two responsible parties.

The contract to be awarded to the lowest responsible bidder; the bids to be submitted, by the undersigned, to the Bureau of Medicine and Surgery, Navy Department, for approval.

S. JACKSON, Surgeon United States Navy.

PROPOSALS.

PROPOSALS

FOR CONSTRUCTION OF A SIDE-WHEEL STEAMER OF WOOD FOR REVENUE MARINE SERVICE.

TREASURY DEPARTMENT, }
WASHINGTON, D. C., June 1, 1870. }

Separate sealed proposals will be received at this Department until 12 o'clock Friday, July 29, 1870, for building one side-wheel steamer of wood, of 250 tons o. m., for the revenue marine service, for the Pacific coast, to be delivered at the port of San Francisco.

Measurements for tonnage to be according to the old Custom-house rule, taking the length on load line from forward part of stern to after part of stern-post, breadth of beam molded, and depth from under part of deck to top of ceiling.

General specifications for the above vessel will be furnished bidders on application at Custom-house at Boston, New York, Philadelphia, Baltimore and San Francisco.

A guaranteed speed of 12 knots on a trial course of one mile, and 11 knots for six consecutive hours, will be required.

Favorable consideration will be given to bids in accordance with the rate of speed guaranteed in excess of the rate above stipulated.

The work will be carried on under the personal supervision of an agent of the Treasury Department, and all facilities must be afforded him for inspecting the material and workmanship. Such parts of either as are not in accordance with the drawings and specifications will be rejected, and must be made good by the contractor.

No bid will be considered for this vessel, except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

Each bid must be accompanied by a written guarantee signed by the bidder and competent surety, (certified to be such by some officer known to the Department,) in the sum of twenty thousand dollars ($20,000) that in the event of the acceptance of such bid, the necessary contract will be entered into within ten days after notice is given by the Department that the bid has been accepted.

The bid should state the sum for which such vessel will be completed and delivered as aforesaid.

Seven months from the time of signing the contract will be allowed for the completion of the vessel.

A copy of the plans and specifications must be inclosed with the bid as evidence as to the object of the proposal.

All proposals must be signed, sealed and indorsed "Proposals for Revenue Steamer," and inclosed in an envelope addressed to Secretary of the Treasury, Washington, D. C.

Any bidder may be present and witness the opening of the bids.

Bidders will be required to furnish with their bids a general plan and elevation showing the internal arrangement, with a view to obtain the best disposition of the several parts.

Parties whose bids are accepted will be required to furnish acceptable models, with detailed specifications, before closing contracts.

The vessel must be built according to American Lloyd's specifications for A No. 1 wooden vessels for nine years.

GEORGE S. BOUTWELL,
Secretary of the Treasury.

PROPOSALS FOR NAVAL MATERIAL.

NAVY DEPARTMENT, }
BUREAU OF EQUIPMENT AND RECRUITING, }
July 11, 1870. }

Sealed proposals to furnish material for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 10 o'clock A. M. of the 5th of August next, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Equipment and Recruiting, Navy Department, Washington," and must be indorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

Printed schedules for any class, together with instructions to bidders, giving the forms of proposal, of guarantee and of certificates of guarantors, will be furnished to such persons as desire to bid, on application to the Commandants of the respective navy-yards, and those of all the yards on application to the Bureau.

The Commandant of each navy-yard and the purchasing Paymaster of each station, will have a copy of the schedules of the other yards for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the Commandants of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes, and he must further show that he is a manufacturer of, or a regular dealer in the articles which he offers to supply. The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:

No. 1—Flax Canvas, &c.
No. 2—Cotton Canvas, &c.
No. 3—Cotton Hammock Bag and Cot stuff.
No. 4—Iron and Steel.
No. 5—Galley Iron.
No. 7—Chain Iron.
No. 8—Hardware.
No. 9—Cooking Utensils.
No. 11—Tin and Zinc.
No. 12—Leather.
No. 13—Soap and Tallow.
No. 14—Ox Hides for rope.
No. 15—Brushes.
No. 16—Ship Chandlery.
No. 17—Tar and Tar Oil.
No. 18—Stationery.
No. 19—Dry Goods.
No. 20—Firewood and Coal
No. 21—Sand.

CHARLESTOWN NAVY-YARD.
Classes Nos. 2, 3, 4, 8, 9, 12, 13, 14, 15, 16, 17, 18, 20.
BROOKLYN, NEW-YORK.
Classes Nos. 1, 2, 3, 8, 9, 12, 13, 15, 16, 17, 18, 19, 20, 21.
PHILADELPHIA.
Classes Nos. 2, 8, 12, 16, 17, 18, 19, 20.
WASHINGTON.
Classes Nos. 2, 4, 5, 6, 7, 8, 11, 12, 13, 16, 17, 18, 20.
NORFOLK.
Classes Nos. 2, 3, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 20.
PORTSMOUTH, N. H.
Classes Nos. 2, 8, 12, 13, 16, 17, 18, 19, 20, 21.

PROPOSALS

FOR THE ERECTION OF TEMPORARY QUARTERS AT RINGGOLD BARRACKS, TEXAS.

CHIEF QUARTERMASTER'S OFFICE, }
DEPARTMENT OF TEXAS, }
AUSTIN, TEXAS, July 5, 1870. }

Sealed proposals, in triplicate, will be received at this office until THURSDAY, the 1st day of September, 1870, at 12 o'clock M., for the construction of temporary quarters for two (2) companies of United States troops, at the post of Ringgold Barracks, Texas.

Plans and specifications can be examined at the office of the United States Quartermaster at New-Orleans, La., Galveston, Brownsville, Ringgold Barracks, San Antonio, and at this office.

Proposals will include the cost of all material, labor, &c., the buildings to be completed in every particular and ready for occupancy when turned over to the Government.

The right is reserved to reject any or all bids offered.

Each bid must be accompanied by a guarantee of at least two responsible persons, (whose responsibility must be certified by the Clerk of a Court of Record,) that the bidder is competent to carry out the contract, if awarded to him, and the residence and Post-office address of each bidder and guarantor must be stated. No bid entertained not conforming to the requirements. The attention of bidders is called to section 16 of the act of Congress "Approved July 17, 1862."

Proposals must be indorsed, "Proposals for the erection of Quarters at Ringgold Barracks, Texas," and addressed to the undersigned.

By order of Gen. REYNOLDS.
JAMES A. EKIN, Deputy Quartermaster-General, Brevet Brigadier-General, U. S. A., Chief Quartermaster, Department of Texas.

PROPOSALS.

OFFICE DEPOT QUARTER-MASTER, }
JEFFERSONVILLE, Ind., July 15, 1870. }

Sealed Proposals in duplicate will be received at this office until 12 M. on the 30th day of August, 1870, for the manufacture of two thousand (2,000) Common Tents, and one thousand (1,000) Wall Tents and Flies, more or less, without poles or pins, from material (except sewing twine) to be furnished by the United States and delivered to the contractor at the depot of Jeffersonville, Ind.

The tents when completed, will be delivered at the same place for inspection.

The right to reject any or all bids, if regarded as disadvantageous, is reserved by the Government.

Bidders are invited to be present at the opening.

Proposals must be addressed to the undersigned, and distinctly indorsed, "Proposals for the Manufacture of Tents."

For specifications, conditions, and further information, apply at either of the Quarter-masters' Offices at Chicago, Ill.; St. Louis, Mo.; New-York; Philadelphia, Penn.; Louisville, Ky.; Jeffersonville, Ind.; or Washington, D. C.

By order of Quarter-master-General.
C. H. HOYT,
Captain and A. Q. M. U. S. Army,
Depot Quarter-master.

PROPOSALS

FOR A STEAM PROPELLER OF WOOD FOR COAST SURVEY SERVICE.

COAST SURVEY OFFICE, }
WASHINGTON, July 1, 1870. }

Separate and sealed proposals will also be received at this office until noon, July 30, for building the steam propeller of wood for Coast Survey Service, of the size of 350 tons O. M.

The conditions to be the same as those stated for an iron vessel, as advertised under date of June 22, as far as applicable.

Specifications and general plans will be furnished bidders on application to Prof. BENJAMIN PEIRCE, Superintendent Coast Survey Office, Washington, D. C.

TREASURY DEPARTMENT, }
WASHINGTON, D. C., July 1, 1870. }

PROPOSALS FOR THE CONSTRUCTION OF A STEAM PROPELLER FOR THE REVENUE MARINE.

The bids for the construction of an iron steam propeller of 350 tons, opened in this Department June 30, being considered exorbitant, separate sealed proposals will be received at this Department until 12 o'clock on Friday, 29th July, 1870, for the construction of a steam propeller of wood, of 350 tons. General plans, conditions and specifications can be obtained from the Collectors of Customs at Portland, Me.; Boston, New-York, Philadelphia and Baltimore. Renewed proposals are also invited for the same steamer of iron, upon the same plans, conditions and specifications as were issued June 1.

No bids will be considered except from parties regularly engaged in ship-building. The Department reserves the right to reject any and all bids.

GEORGE S. BOUTWELL,
Secretary of Treasury.

PROPOSALS FOR BUILDING VESSELS FOR COAST SURVEY SERVICE.—Sealed proposals addressed to Prof. BENJAMIN PEIRCE, Superintendent Coast Survey, Washington, D. C., will be received until noon, Aug. 20, for building one steam propeller of 250 tons, O. M., and one of 70 tons, O. M., of iron.

Also, for two schooners of 80 tons, O. M., of wood.

Bids will be received and considered for building the hulls of the two propellers of wood, and the hulls of the two schooners of iron.

General plans and specifications of the vessels can be had by applying by letter to Prof. BENJAMIN PEIRCE, as above.

INSTRUCTION.

A FAMILY SCHOOL FOR BOYS.

Location of unequaled beauty and healthfulness. Thorough preparation for college, business, or professional school. Term commences Sept. 13. For circulars, &c., address H. W. SIGLAR, A. M., Principal, Newburg Institute, Newburg, N. Y.

MLLE. ROSTAN'S

FRENCH AND ENGLISH PROTESTANT SCHOOL FOR YOUNG LADIES, NO. 111 EAST 36TH-ST.,

will reopen on WEDNESDAY, Sept. 28. The course of instruction is designed to combine a thorough English education with the practical knowledge of the French and other modern languages.

Special attention is also given to drawing and painting, and the Musical Department, under the care of Professors S. B. MILLS and F. L. RITTER, offers peculiar advantages to those who wish to make music a special study.

A limited number of young ladies will be received in the family and welcomed to share in all the comforts and privileges of a pleasant home. Application can be made at the above address.

A HOME SCHOOL FOR GIRLS.

At Orange Academy, Orange, N. J.
J. R. BURWOOD, Principal.

The school year, consisting of forty-five weeks, will commence on MONDAY, Sept. 5. Terms, $300 per annum. Music and French the only extras.

ST. JOHN'S SCHOOL FOR BOYS,

SING SING, N. Y.,
(formerly M. Churchill's school,)
Rev. J. BRECKENRIDGE GIBSON, A. M., RECTOR.

The next year will begin Sept. 20.

MISS ARMSTRONG'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES AND CHILDREN, No. 88 Madison-av., between 28th and 29th sts., Will reopen on WEDNESDAY, Sept. 21.

Address as above.

MORRIS FEMALE INSTITUTE,

MORRISTOWN, N. J.,
AN ENGLISH AND FRENCH FAMILY AND DAY SCHOOL,

Offers superior educational advantages and unsurpassed home accommodations.

Address C. G. HAZELTINE, A. M., Principal.

DR. VAN NORMAN'S

English, French and German Family and Day School for Young Ladies, Nos. 24 and 26 West 51st-st., New-York, will commence its fourteenth year, Sept. 22, 1870. Send for circular. Address at No. 26 West 51st-st.

RIVERVIEW MILITARY ACADEMY,

POUGHKEEPSIE, N. Y.
OTIS BISBEE, A. M., Principal and Proprietor.

A wide-awake, thorough-going School for boys wishing to be trained for business, for college, or for West Point, or the Naval Academy.

MISSES PORTER AND CHAMPNEY,

FAMILY BOARDING SCHOOL,

OLD HADLEY, MASS.

The Fall Term commences on Wednesday, Sept. 14, 1870. For circulars address the Principals, Miss Charlotte W. Porter and Miss Rena Champney.

SUNNY-SIDE INSTITUTE.

MALDEN, Ulster County, N. Y.

School reopens on TUESDAY, Sept. 6. For terms, &c., apply to

D. A. WOLF, Principal.

GARDNER INSTITUTE.

Boarding and Day School for Young Ladies,
No. 620 5th-av.
14TH YEAR OPENS SEPTEMBER 20.
REV. DR. AND MRS. C. H. GARDNER, Principals.

SEDGWICK INSTITUTE,

Great Barrington, Mass. I. & J. BIRD, Principals. A select family school for twenty boys; superior in its location, its buildings and educational advantages.

MRS. WILLIAMES

English and French Boarding and Day School for young ladies and children, 26 West 39th-st., will re-open THURSDAY, Sept. 22. Letters address as above.

THE NEW-YORK YALE SCHOOL for Boys, No. 1,193 Broadway, (Apollo Hall Building,) Rooms Nos. 12 and 13.—Fits for Cornell, Princeton, Columbia, Wesleyan, Harvard, New-York School of Mines, and any other College, but especially for Yale and the Sheffield Scientific School, New-Haven. Well established and equipped, earnest and thorough. Takes pupils at any age or time. Address

Rev. H. M. COLTON, Principal,
Middletown, Conn., till Sept. 1.

A SUBURBAN HOME SCHOOL, NEW-HAVEN, Conn.; Dr. Shears, Principal; location, the open country, healthful and beautiful; a first-class school for boarding pupils, the younger class of whom are preferred, special care being given them: the thirty-fourth half-yearly session begins Aug. 8; early applications are desired; best references given in circulars.

MISS HINSDALE AND MRS. KEITH will continue MRS. MACAULAY'S BOARDING AND DAY-SCHOOL FOR YOUNG LADIES, NOS. 275 and 277 MADISON-AV.

The school will open Sept. 21.

The Professors and teachers heretofore connected with it will be retained. Address as above.

FORT WASHINGTON FRENCH INSTITUTE Boarding and Day School for young gentlemen, 170th-st. and Kingsbridge Road, N. Y.

SIXTEENTH YEAR.

(Formerly under the direction of Messrs. Lespinasse & Prevost,) will reopen on Monday, Sept. 19. V. PREVOST, Principal. Circulars at G. LESPINASSE'S, No. 25 Pine-st., N. Y.

CHARLIER INSTITUTE FOR YOUNG Ladies, No. 167 Madison-av., New-York, will reopen Sept. 21. Thorough English course. French practically the language of the school and family. Class of belles lettres. Primary department. Infant class. Circulars sent on request.

Mr. and Mrs. ELISEE CHARLIER Principals.

COTTAGE HILL SEMINARY FOR young ladies, Poughkeepsie, N. Y.—Reopens Sept. 14. The best features of European and Home schools. Especial attention to Modern Languages, Music and Art. For the Studio, Mr. Fred. Rondel. Lewis' Gymnastics. Prospectus at Duttons', Broadway, or by post of the Rector, Rev. GEO. T. RIDER.

CHEGARAY INSTITUTE (ENGLISH and French) for young ladies and misses, boarding and day pupils, Nos. 1,527 and 1,529 Spruce-st., Philadelphia, Penn., will reopen Sept. 20. French is the language of the family, and is constantly spoken in the Institute.

MME. D'HERVILLY, Principal.

DREW LADIES' SEMINARY, CARMEL, N. Y.—Fall session of nineteen weeks opens Aug. 15; superior accommodations and advantages; location healthy; rates reasonable. For catalogues, send to the Principal, GEO. C. SMITH, A. M.

HUDSON RIVER INSTITUTE AND CLAVERACK COLLEGE—A first-class boarding-school for both sexes; college course for ladies, and academic course for ladies and gentlemen; nine departments; term opens Sept. 5. Rev. ALONZO FLACK, A. M., President Claverack Col. Co., N. Y.

MRS. OGDEN HOFFMAN'S ENGLISH and French Boarding and Day School for young ladies and children, No. 17 West 38th-st., New-York, will reopen on MONDAY, Sept. 26. Letters addressed as above will receive prompt attention.

ELMIRA FEMALE COLLEGE.—NEXT session begins Sept. 7. This well established College offers superior advantages at moderate charges. Send for a circular to Rev. A. W. COWLES, D. D., President, Elmira, N. Y.

PENNINGTON SEMINARY, NEAR Trenton, N. J. A first-class school for both sexes. Comfort and progress of students guaranteed. Total cost in common English per year, $210. Next term begins Sept. 1.

A FRENCH, ENGLISH AND LATIN Boarding and Day School for young ladies and children, by Mlle. TARDIVEL, No. 240 West 23d-st., will reopen THURSDAY, Sept. 15. Unsurpassed accommodations for permanent boarders.

BEDFORD FEMALE INSTITUTE, Westchester County, N. Y., will reopen its fifteenth year, WEDNESDAY, Sept. 21, in charge of Rev. R. BOLTON. Terms, $250 per year. Circulars had of Mr. J. M. BATES, No. 155 Broadway.

AMENIA SEMINARY, AMENIA, N. Y.—Boarding-school for both sexes. Term opens Sept. 13, 1870.

S. T. FROST, A. M., Principal and Proprietor.

MAPLEWOOD INSTITUTE FOR YOUNG Ladies, Pittsfield, Mass.—Long-established and prosperous; solicits attention to its unrivaled advantages and moderate charges. Rev. C. V. SPEAR, Prin.

IRVING INSTITUTE, TARRYTOWN, N. Y.—A Boarding School for Boys. The school year will commence Sept. 14. For circulars apply to D. S. ROWE, M. A., Principal.

FOR SALE—THE RIVERDALE INSTITUTE, twelve miles from the City by Hudson River Railroad. Apply to WILLIAM S. DUKE, No. 77 Cedar-st.

MISS BALLOW'S ENGLISH AND FRENCH SCHOOL for young ladies, No. 24 East 22d-st., will reopen on THURSDAY, Sept. 22.

C. B. WARRING'S MILITARY BOARDING SCHOOL for boys, Poughkeepsie, N. Y. Send for Circular.

UNION HALL, JAMAICA, L. I.—Seminary for Young Ladies. Re-opens Sept. 12. MISS STEVENS, Principal.

SCHOOL FURNITURE OF EVERY description, also several lots of second-hand school furniture, at ROBERT PATON & CO.'S, Manufacturers of school, church and lecture-room furniture, No. 26 Grove-st., N. Y.

TEACHERS.

TEACHERS WANTED—LADIES, CATHolic, speaking Spanish, to go to South America; one as principal of a normal school, and one of a college. Address, stating terms, experience, and ability and references, his Excellency M. R. GARCIA, Lake Oscawana, near Peekskill, N. Y.

TEACHER WANTED—AT A BOYS' Boarding-school, near the City, a German capable of teaching the full preparatory course of Latin and Greek, and one who speaks English fluently—unmarried. Address J. H., Box No. 129 *Times* Office.

SCHOOL TEACHERS WANTED FOR Autumn vacancies. Send for mutual plan. Address AMERICAN EDUCATIONAL UNION, No. 737 Broadway, New-York.

WANTED—BY A GERMAN LADY, WHO speaks French fluently and English tolerably good, a situation in a family, school or any respectable business. Address Post-office Box No. 2,781.

TEACHERS WANTING POSITIONS in September should apply NOW. Application forms free. "AMERICAN SCHOOL INSTITUTE," No. 14 Bond-st.

HOTELS.

LICK HOUSE,

Corner Montgomery and Sutter sts.,
SAN FRANCISCO, CALIFORNIA.
JNO. M. LAWLOR & CO., Proprietors.

BOARDING AND LODGING.

NO. 163 EAST 34TH-ST.—DESIRABLE furnished rooms to let, with or without board; private family.

COUNTRY BOARD.

FIRST-CLASS COUNTRY BOARD may be had in an elegant house, delightfully located one and a quarter hours from New-York by New-York and Erie Railway. Refer to A. A. RAVEN, Atlantic Mutual Insurance Company, corner of William and Wall sts.

COUNTRY BOARD.—GOOD BOARD CAN be had at a farm-house three miles east of Peekskill, near Lake Mohegan. Call on R. ARESON, Nos. 12 and 14 Walker-st.

BOARD FOR THE SUMMER IN A pleasantly situated house, one hour from City Hall; terms moderate. Address B., Box 171 Orange, N. J.

SUMMER RESORTS.

SURF HOTEL,

Fire Island.

Through tickets and baggage checked foot of Roosevelt-st. 8 A. M. and 3½ P. M. L. & S. SAMMIS.

COOPER HOUSE, OTSEGO LAKE, Cooperstown, N. Y., now open; elegantly furnished; gas, bells, billiards, croquet and archery grounds, boating, fishing, steam-boating, &c. Terms $3 per day. Address CHAS. A. WATKINS.

NEPTUNE HOUSE, NEW-ROCHELLE, seventeen and a half miles per New-Haven Railroad. Trains running almost every hour.

W. L. FISH, Proprietor.

BOARD WANTED.

COUNTRY BOARD WANTED—FOR A lady, infant and nurse; terms must be reasonable, and location convenient to New-York; sea-shore or Sound preferred. Address, with full particulars and references, F. B. L., Post-office Box No. 1,433.

MUSICAL.

PIANOS.—FIFTY SECOND-HAND PIANOS, of various makers, comprising square, upright and grands, in thorough order, for sale at low prices, by

CHICKERING & SONS,
No. 11 East 14th-st.,
Between Broadway and 5th-av.

A GREAT OFFER!!!

HORACE WATERS, NO. 481 BROADWAY, will dispose of ONE HUNDRED PIANOS, MELODEONS and ORGANS of six first-class makers, at extremely low prices, for cash, during this month, or will take from $5 to $25 monthly until paid; the same to let, and rent money applied if purchased. New Chickering pianos to rent. Monthly installments received for same.

IF YOU WANT A GOOD PIANO CHEAP, call at MERRELL'S ware-room, No. 8 Union-square. Sold on installments or rented; customers suited; large stock; best makers; look before selecting elsewhere.

DRY GOODS.

FRENCH AND ENGLISH LAWNS,
12 1-2 CENTS.
ENGLISH BAREGES, 12 1-2c. AND UPWARD.
FIGURED GRENADINES, 12 1-2c. AND UPWARD.
PLAIN IRON GRENADINE, 50c.,
REDUCED FROM 87½c.
LINEN AND LAWN SUITS,
At Greatly Reduced Prices.

The above are worthy of special attention as being the cheapest goods ever offered.

SUGDEN & BRADBURY

NOS. 312 AND 314 BOWERY, ONE DOOR BELOW BLEECKER-ST.

A. T. STEWART & CO.

ARE MAKING LARGE SALES OF SUMMER SILKS,
FOR YOUNG LADIES, IN STRIPES AND CHECKS, $1 PER YARD, RECENTLY SOLD AT $1 50 AND $1 75 PER YARD.
HEAVY GROS GRAIN BLACK AND WHITE SILKS,
$1 PER YARD.
STRIPED MONGOLINE SILKS,
FOR COSTUMES, $1 PER YARD.
100 PIECES "AMERICAN" BLACK SILKS,
(GUARANTEED FOR DURABILITY,)
$2 PER YARD.
COLORED GROS GRAIN SILKS
AT $2 50 AND $2 75 PER YARD.
CREPE DE CHINES, 56 INCHES WIDE,
IN EVERY REQUISITE COLOR.
A LARGE STOCK OF
SUMMER DRESS GOODS
AT GREATLY REDUCED PRICES.
LADIES' PARIS AND DOMESTIC READY-MADE SUITS, ROBES, RECEPTION DRESSES, &c., &c.,
SOME LESS THAN HALF THEIR COST.
LINEN, LAWN AND ORGANDIE SUITS, $5 EACH AND UPWARD.
A COMPLETE STOCK OF
CHOICE MOURNING GOODS.
ALEXANDRE'S CELEBRATED KID GLOVES
IN NEW SHADES.

THE ATTENTION OF STRANGERS IS RESPECTFULLY REQUESTED TO THE ABOVE, AS WELL AS THE LARGEST ASSORTMENT IN THE CITY OF CARPETS, HOUSE-KEEPING AND HOUSE-FURNISHING GOODS.

BROADWAY, 4TH-AV., 9TH AND 10TH STS.

MILLINERY.

LADIES' TRAVELING HATS AND Bonnets at $6, worth $12. Sea-side Hats, White Lawn Hats, Straw Hats, Feathers and Ribbons. BINNS' New Millinery, No. 647 Broadway, upstairs. This is valuable.

MACHINERY.

AMES MFG. CO.

AND

CHESTER EMERY CO.,

E. V. HOUGHWOUT & CO., GENERAL AGENTS,

NO. 25 PARK-ROW AND NO. 22 MURRAY-ST.,

Have on sale, all kinds of machinery, machinists' tools, lathes, planers, drills and spinners, gear cutters, milling and jigging machines, screw cutting and shaping machines,

STEAM ENGINES,

AMES CELEBRATED TURBINE
WATER WHEELS
AND
STEAM PUMPS,
BRONZE STATUARY AND BAS RELIEF,
HEROIC AND COLOSSAL MONUMENTS,
BRONZE CANNON,
of all sizes, and
COMPLETE BATTERIES,
furnished at short notice.

Great variety of regulation, presentation, and Masonic swords. Every variety of German-silver and electroplated goods.

THE GENUINE CHESTER EMERY

has no equal. Sold in large or small quantities, at the shortest notice.

MISCELLANEOUS.

NOTICE RELATING TO ARTIFICIAL LIMBS.

WAR DEPARTMENT, SURGEON GENERAL'S OFFICE, }
WASHINGTON, July 15, 1870. }

Congress having provided by Acts approved June 17, June 30, and July 11, 1870, for the reissue every five years of Artificial Limbs, or the value thereof in money, to officers, soldiers, seamen and marines, who have lost limbs in the service of the United States, the following instructions are published for the benefit of those interested.

Applications should be made direct to the Surgeon General, from whose office the necessary blanks will be furnished on request.

Upon applications for limbs in kind, orders will be given to the Surgeon General, upon any manufacturer selected, who shall first have filed a bond in the sum of Five Thousand Dollars, with two sureties, to furnish good and satisfactory limbs, without extra charge to the soldier, and make good all defects of material or workmanship without additional charge, subject in all cases, to the inspection of such persons as the Surgeon General may designate.

Blank forms of bonds will be furnished by this Office.

Transportation to and from the place of fitting the limb will also be furnished upon a written request addressed to the Surgeon General.

Applications for commutation will be certified by the Surgeon General, and transmitted to the Commissioner of Pensions for payment, through the local pension agents.

As full instructions will be forwarded from this Office with the blank form of application—the expense of employing an attorney or agent will be in no case necessary.

J. K. BARNES,
Surgeon General, U. S. Army.

NOTICE.—A GENTLEMAN OF RESPONSIbility offers to take the entire charge of any gentleman's house and contents during his absence in the country, by giving it his personal attention, for a small compensation; satisfactory references given. Address H., Box No. 117 *Times* Office.

WAR IN EUROPE.—FINE LARGE COLored maps of the seat of war. Price 50 cents. Free by post. Mr. ROBINSON, No. 5 Park-place, New-York. Agents wanted.

DENTISTRY.

COLTON DENTAL ASSOCIATION originated the anæsthetic use of nitrous oxide gas, administer it in the most approved manner, do nothing but extract teeth, and they certainly do that without pain, so 29,000 patients testify. See their signatures at the office, No. 19 Cooper Institute.

MARBLE MANTELS.

S. KLABER & CO., MARBLE WORKS, No. 223 West 51st-st., between Broadway and 8th-av., marble and marbleized mantels, monuments; best variety; cheapest in City.

MARBLE AND MARBLEIZED MANTELS, grave-stones, tiles, plumbers' slabs. New showrooms with finest assortment. Prices reduced. A. KLABER, 134 and 136 East 18th-st., near 3d-av., N. Y.

MARBLEIZED SLATE MANTELS.—Rich and elegant designs, from $9, $12, $15 up to $250.

T. B. STEWART & CO.,
No. 695 6th-av., between 38th and 39th sts.

AMUSEMENTS.

WALLACK'S.

A PRONOUNCED SUCCESS.
THRONGS TURNED AWAY.
EMMET
as
FRITZ VON VANDERSLINKINSTOFFEN,
THE GERMAN EMIGRANT,
in CHARLES GAYLER'S triumphantly successful comic and sensational character drama of
FRITZ,
OUR COUSIN GERMAN.
THE HIT OF THE SEASON!!!
EVERY SCENE RECEIVED WITH ENTHUSIASM!
EVERY SONG AND DANCE ENCORED!!
EVERYBODY DELIGHTED!!!

The management take pleasure in announcing the repetition of this

CHARMING AND POWERFUL ATTRACTION.
EVERY EVENING TILL FURTHER NOTICE.
Seats secured two weeks in advance.

TERRACE GARDEN, 58TH-ST. AND 3D-AV. THURSDAY, July 28, 1870, MOLLENHAUER'S Grand Vocal and Instrumental Concert. Admission, 25 cents.

PNEUMATIC TUNNEL, UNDER BROADWAY, 260 Broadway, corner Warren. Open 10 to 5.

RAILROADS.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.

Trains leave 30th-st. as follows:

8:00 A. M., Chicago express, drawing-room cars attached.
9:00 A. M. and 3:45 P. M., Special Saratoga Express trains with Drawing-room cars attached, and through to Saratoga without change in 5 hours and 50 minutes.
10:30 A. M., Special drawing-room car express for Chicago. No accommodation for way passengers except in drawing-room cars.
11:00 A. M., Northern and Western express, drawing-room cars attached.
4:00 P. M., Montreal express, drawing-room cars attached.
6:00 P. M., First Pacific express, with sleeping-cars through to Watertown, Syracuse and Canandaigua, (daily.)
8:00 P. M., Second Pacific express, with sleeping-cars attached for Chicago via both L. S. and M. C. Railroads, for Louisville via Indianapolis, and for Buffalo and Rochester. This train will leave at 6 P. M. on Sundays.
11:00 P. M., Night express, sleeping-cars attached.
2:00 P. M., Hudson train.
7:00 A. M. and 5 P. M., Poughkeepsie trains.
9:45 A. M., 4:15 and 6:15 P. M., Peekskill trains.
5:30 and 7 P. M., Sing Sing trains.
6:30, 7:10, 9:05 and 10 A. M., 12:20, 1:30, 3, 4:25, 5:10, 8:10 and 11:30 P. M., Yonkers trains.
(9:00 A. M., Sunday train for Poughkeepsie.)

C. H. KENDRICK, Genl. Passenger Agent.
NEW-YORK, June 27, 1870.

SOUTH SIDE RAILROAD OF LONG ISLAND.

SUMMER ARRANGEMENT.

Commencing MONDAY, May 30, 1870, from Roosevelt and Grand sts. Ferries.

8 A. M., Mail and Accommodation to Patchogue.
10 A. M., Babylon Accommodation, and all Stations.
11 A. M., Rockaway Excursion. This train will be put on June 20.
3:30 P. M., Express for Patchogue, connecting with stages for Belleport, Fire Place, and South Haven.
4:30 P. M., Accommodation for Patchogue.
5:30 P. M., Accommodation for Islip, and all Stations.
6:30 P. M., Accommodation for Merrick, and all Stations; on Saturdays, through to Babylon.
8 A. M., and 3:30 P. M. Express connects with boat at Babylon for Fire Island.

All trains connect at Valley Stream for Rockaway, except the 5:30 P. M. from New-York and the 6 A. M. train from Islip.

The Company have erected extensive buildings on Rockaway Beach, for refreshments and the convenience of excursionists.

Tickets to and from the Beach, $1.

For further particulars, see large time tables.

C. W. DOUGLAS, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

On and after MONDAY next, May 23, 1870, two express trains will leave depot corner of 26th-st. and 4th-av. as follows:

10½ A. M.—Railroad express.
3¾ P. M.—Montreal express.

Sleeping coaches on night trains between New-York City and St. Albans, Vt.

J. C. BUCKHOUT, Superintendent.

ERIE RAILWAY.—TRAINS LEAVE DEpots foot of Chambers-st. and foot of 23d-st., as follows:

Through Express Trains leave Chambers-st. at 8 A. M., 10 A. M., 5:30 P. M., and 7 P. M., daily. Leave 23d-st. at 7:45 A. M., 9:45 A. M. and 5:15 and 6:45 P. M., daily. New and improved drawing-room coaches will accompany the 10 A. M. train through to Buffalo, connecting at Hornellsville with magnificent sleeping-coaches running through to Cleveland and Galion. Sleeping-coaches will accompany the 8 A. M. train from Susquehanna to Buffalo; the 5:30 P. M. train from New-York to Buffalo, and the 7 P. M. train from New-York to Rochester, Buffalo and Cincinnati. An Emigrant train leaves daily at 7:45 P. M.

For Port Jervis and Way, *11:30 A. M. and 4:30 P. M. (23d-st., *11:15 A. M. and 4:15 P. M.)

For Middletown and Way, at 3:30 P. M., (23d-st., 3:15 P. M.;) and, Sundays only, 8:30 A. M., (23d-st., 8:15 A. M.)

For Greycourt and Way, at *8:30 A. M., (23d-st., *8:15 A. M.)

For Newburg and Way, at 8 A. M., 3:30 and 4:30 P. M., (23d-st., 7:45 A. M., 3:15 and 4:15 P. M.)

For Suffern and Way, 5 and 6 P. M. (23d-st., 4:45 and 5:45 P. M.) Theater train, *11:30 P. M., (23d-st., *11:45 P. M.)

For Paterson and Way, from Twenty-third-street Depot, at 6:45, 10:15 and 11:45 A. M.; *1:45, 3:45, 5:15 and 6:45 P. M. From Chambers-street Depot, at 6:45, 10:15 A. M.; 12 M.; *1:45, 4, 5:15 and 6:45 P. M.

For Hackensack and Hillsdale, from Twenty-third-street Depot, at 8:45 and 11:45 A. M.; ‡2:15, 3:45, ‡5:15, 5:45 and ‡6:45 P. M. From Chambers-street Depot, 9 A. M., 12 M.; ‡2:15, 4, ‡5:15, 6 and ‡6:45 P. M.

For Piermont, Nyack, Monsey, and Way, from Twenty-third-street Depot, at 9:15 A. M.; †12:45, †3:15, 4:15, 4:45 and †6:15 P. M.; and Saturdays only, †11:45 P. M. From Chambers-street Depot, at 9:30 A. M.; †1, †3:30, 4:15, 4:30, 5 and †6:30 P. M.; Saturdays only, †12 midnight.

Tickets for passage and for apartments in drawing-room and sleeping-coaches can be obtained, and orders for the checking and transfer of baggage may be left at the Company's offices, Nos. 241, 529 and 957 Broadway; No. 205 Chambers-st.; No. 38 Greenwich-st.; corner of 125th-st. and 3d-av., Harlem; No. 338 Fulton-st., Brooklyn; depots foot of Chambers-st. and foot of 23d-st., New-York; No. 3 Exchange-place, and Long Dock Depot, Jersey City; and of the agents at the principal hotels.

L. D. RUCKER, General Superintend't.
WM. R. BARR, Gen'l Pass'r Agent.
JULY 5, 1870.

* Daily. ‡ For Hackensack only. † For Piermont and Nyack only.

WHITE MOUNTAINS, MOUNT MANSFIELD, LAKE MEMPHREMAGOG, LAKE WILLOUGHBY, MONTREAL and QUEBEC. FINEST SCENERY IN THE UNITED STATES. The route, via Connecticut River Valley, is 70 miles shorter than any other to the White Mountains.

Leave N. Y. via N. H. R. R. at 12¼ (noon,) 3 or 8 P. M.

On SATURDAYS, the 12¼ train (sleeping cars attached) goes through to the lake without stop.

By New-Haven steamers from Peck-slip at 11 P. M., and a NEW THROUGH TRAIN from New-Haven, passengers reach the White Mountains, Lakes, &c., pleasantly the Next Afternoon.

Maps and particulars in *Traveler's Official Railway Guide* and *Burt's Connecticut River Valley Guide.*

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF the Surrogate of the County of New-York, notice is hereby given to all persons having claims against HENRY J. RAYMOND, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their office, No. 54 Exchange-place, in the City of New-York, on or before the 1st day of August next.—Dated New-York, the 24th day of January, 1870.

JULIETTE RAYMOND, }
E. D. MORGAN, } Administrators.
ja27-1aw6mTh

IN PURSUANCE OF AN ORDER OF the Surrogate of the County of New-York, Notice is hereby given to all persons having claims against THOMAS H. GAYNOR, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscribers at the office of Robert Gillen, Attorney, No. 80 Nassau-st., in the City of New-York, on or before the 20th day of August next.—Dated New-York, the 3d day of February, 1870.

CHARLOTTE A. GAYNOR, Executrix.
EDWARD F. GAYNOR, Executor.
f10-1aw6mTh*

IN PURSUANCE OF AN ORDER OF the Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS ANDREWS, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscribers at the office of Mahlon Apgar, one of the Executors, No. 73 Dey-street, in the City of New-York, on or before the 18th day of January next.—Dated, New-York, the 27th day of June, 1870.

MARY ELIZABETH ANDREWS,
MARLON APGAR,
SAMUEL TOOKE.
je30-1aw6mTh*

IN PURSUANCE OF AN ORDER OF the Surrogate of the County of New-York, notice is hereby given to all persons having claims against PETER I. NEVIUS, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their office, No. 11 South-st., in the City of New-York, on or before the 8th day of January next.—Dated New-York, the 29th day of June, 1870.

GEORGE L. NEVIUS,
JOHN F. NEVIUS,
Executors, &c.
je30-1aw6mTh*

IN PURSUANCE OF AN ORDER OF the Surrogate of the County of New-York, notice is hereby given to all persons having claims against HALIBURTON FALES, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his residence No. 24 Waverley-place, in the City of New-York, on or before the 10th day of December next.—Dated New-York, the 5th day of June, 1870.

SAML. W. BRIDGHAM, Executor.
je9-1aw6mTh*

IN PURSUANCE OF AN ORDER OF the Surrogate of the County of New-York, notice is hereby given to all persons having claims against SAINT ROSE REYNAL, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his office, No. 67 Water-st., in the City of New-York, on or before the 16th day of September next.—Dated New-York, the 16th day of March, 1870. JEAN PIERRE JULES REYNAL, Executor.
mh17-1aw6mTh*

IN PURSUANCE OF AN ORDER OF the Surrogate of the County of New-York, notice is hereby given to all persons having claims against WOOD GIBSON, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his office at the store of Wood Gibson, Jr., No. 793 Broadway, in the City of New-York, on or before the 16th day of September next.—Dated New-York, the 16th day of March, 1870.

JAMES BLAKLEY,
Executor.
mh17-1aw6mTh*

IN PURSUANCE OF AN ORDER OF the Surrogate of the County of New-York, notice is hereby given to all persons having claims against ELIPHALET BOOTMAN, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of business, No. 31 Corlears-st., in the City of New-York, on or before the 30th day of December next.—Dated New-York, the 21st day of June, 1870.

ROBERT W. BOOTMAN,
Administrator, &c.
je23-1aw6mTh*

AMUSEMENTS.

GRAND OPERA-HOUSE,

Corner of 23d-st. and 8th-av.
Legitimate triumph of the wonderful artiste,
MME. KATHI LANNER,
and her world-renowned
VIENNOISE BALLET TROUPE.
Enthusiastic demonstration at Marston's great scene,
THE GROTTO OF THE SYRENS.
Immense hit of Mme. Lanner's new Comic Ballet,
HIRKA,
commencing with the popular Ajax specialty,
THE NATIONS.
NIGHTLY UNTIL FURTHER NOTICE.

NOTICE.—During Mme. Lanner's engagement the Matinees will be discontinued.

Seats secured in advance at the Box Office, also at Schirmer's, No. 701 Broadway, and Erie Railway ticket office, corner of 23d-st. and Broadway.

SAN FRANCISCO MINSTREL HALL.

No. 585 Broadway.
BUCKLEY'S SERENADERS.
Every Evening and SATURDAY MATINEE at 2.
G. SWAIN BUCKLEY,
Miss CELIA BARRY,
GENL. GRANT, Jr.,
COOPER and FIELD.
LUCREZIA BORGIA.
LUCREZIA BORGIA.
LUCREZIA BORGIA.

EXCURSIONS.

CONEY ISLAND.—EXCURSIONS TO THE SEA-SHORE—NORTH AND EAST RIVER LINES.—North River Line—The steamer NORWALK runs regularly every day, leaving West 10th-st. at 9:20, 12:20, 3:20; Warren-st. at 9:40, 12:40, 3:40; Pier No. 4 at 10, 1 and 4 o'clock. East River Line—The steamer META runs regularly every day, leaving 8th-st. at 8:20, 11:20, 2:20; Peck-slip at 8:40, 11:40, 2:40; Fulton Ferry, Brooklyn, at 9, 12 and 3 o'clock.

ROCKAWAY BEACH—THE FINEST excursion out of the City by the South-side Railroad, by Roosevelt and Grand st. ferries, at 8, 10 and 11 A. M. Tickets for the trip, $1. All day there.

THE TURF.

LONG BRANCH RACES.

MONMOUTH PARK.
$31,000.
FIVE DAYS.
THREE RACES EACH DAY,
commencing at 1 o'clock P. M.

FIRST DAY, SATURDAY, JULY 30.
Hurdle race, $1,000, 2 miles, 8 hurdles.
Continental Stakes, $2,350, mile heats, 27 entries.
Monmouth Stakes, $2,550, 2½ miles, 21 entries.

SECOND DAY, TUESDAY, AUG. 2.
Mansion House Stakes, $2,200, 2 miles, 24 entries.
Club Purse, $700, all ages, 1¼ miles.
Americus Club Purse, $2,500, mile heats, 3 of 5.

THIRD DAY, WEDNESDAY, AUG. 3.
Grand steeple-chase handicap.
West End Hotel Stakes, $2,350, 1 mile, 31 entries.
Club Purse, $1,000, heats of 2 miles.

FOURTH DAY, THURSDAY, AUG. 4.
Robins' Stakes, $4,250, heats of 2 miles, 25 entries, and
Three other races, with
Gentlemen's Cup race.

LAST DAY, SATURDAY, AUG. 6.
Hurdle handicap, 2 miles, 8 hurdles.
Restoration Stakes, $6,500, 4-mile heats, 15 entries.
Tweed Purse, $1,000.

AMOS ROBINS, President.
WM. E. RAYNOR, Secretary.

The steamers PLYMOUTH ROCK and JESSE HOYT will leave Pier No. 28 Murray-st., North River, at 6¾ A. M., 9½ A. M. and 11 o'clock A. M., returning when the races are over. Passengers will reach the course in less than two hours.

SITUATIONS WANTED.

FEMALES.

WANTED—A SITUATION BY A REspectable girl as good cook and baker; understands pastry, game, and soups; wishes to go to the country; understands making butter, if required; good reference. Call at No. 11 James-st., corner of New-Bowery.

WANTED—BY A FIRST-CLASS COOK, A situation in a private family; understands her business in all its branches; making preserves and butter; will go in the country for the Summer; three years' references. Call at No. 347 East 17th-st.

WANTED—A SITUATION BY A RESPECTable woman as first-class cook; understands cooking in all its branches; best of City reference from her last place. Call for two days at No. 118 East 11th-st., between 3d and 4th avs.

WANTED—A SITUATION BY A PROTESTant young woman as chambermaid, and assist with grown children in a private family; has the best of City reference. Can be seen for two days at No. 210 West 20th-st.

WANTED—A SITUATION BY A FIRST-class Protestant nurse for an infant; can bring it up by hand; no objection to see after one growing child; no objection to the country; best City reference. Call at No. 130 West 20th-st.

WANTED—BY A GIRL, A SITUATION TO do chamber-work and plain sewing, or chamber-work and assist in the care of children. Can be seen at No. 245 East 36th-st.

WANTED—A SITUATION BY A YOUNG American girl to mind a couple of children, or would prefer traveling with a lady. Can be seen at her employer's, No. 325 West 34th-st.

WANTED—A SITUATION BY A GOOD German girl to do general house-work. Call at 127 Norfolk-st., between Rivington and Stanton sts.

WANTED—BY A RESPECTABLE WOMAN, a situation as cook in a first-class family; the very best of City reference. Call at 224 West 27th-st.

AT CARPENTER'S EMPLOYMENT House, corner 11th-st. and 6th-av., servants, both experienced and girls lately landed, wanted; excellent situations in City and country.

THE BEST OF HOUSE SERVANTS can always be found at the magnificent office, four doors above 10th-st., on 6th-av.

GERMAN FEMALE SERVANTS, CAPABLE and trustworthy, constantly to be found at No. 1 First-st. MRS. LOWE.

MALES.

WANTED—BY A RESPECTABLE MAN and wife, situations; the man as gardener and to take charge of horses, milk cows and make himself useful about a gentleman's place; the wife as children's maid; can produce the best of references. Address T. S., Box No. 209 *Times* Office.

WANTED—A SITUATION AS HOSTLER and driver, plain gardener or farm-hand, by a faithful, reliable and industrious young man; is of good principles, trusty, and will try to please and take very moderate wages; references satisfactory. Apply at No. 121 Atlantic-st., Brooklyn.

WANTED—A SITUATION AS COACHMAN and groom by a Protestant single man; would go to the country, and make himself useful, and is a good City driver. Call on or address JAMES D., No. 28 East 19th-st.

WANTED—A SITUATION AS GARDENER and coachman by a single Englishman; understands green-house vegetables, horses and carriages; can milk and be generally useful; City reference. Address A. B., Box No. 192 *Times* Office.

WANTED—A SITUATION AS GARDENER by a competent man, fit to take charge of a gentleman's place; will take care of a horse and cow; will make himself generally useful. Address D. S., Box No. 220 *Times* Office.

WANTED—A SITUATION BY A MARRIED man as gardener; also understands the care of all kinds of cattle and stock on a gentleman's place; his wife understands the care of milk and butter. Address R. D., Box No. 211 *Times* Office.

WANTED.—A GENTLEMAN GOING abroad desires to procure a situation for his coachman, who has been with him for six years; he is industrious, sober, honest and entirely reliable. Apply at stable, No. 17 East 27th-st.

WANTED—A SITUATION AS FIRST-CLASS coachman; long experience and unexceptionable references. Call on or address T. W., private stable No. 129 West 28th-st.

WANTED—BY A YOUNG MAN, A SITUAtion as coachman; understands the care of horses; knows the City; no objection to City or country. Address J. S., Box No. 210 *Times* Office.

WANTED—BY A PROTESTANT MARRIED man, a situation as a practical farmer, gardener, and coachman, of long experience, with undoubted testimonials. Address P. M., Box No. 209 *Times* Office.

A YOUNG MAN OF SUPERIOR EDUCATION desires a position where his talents and energy would be appreciated; traveler, correspondent or secretary, would be more in consonance with his previous position; good City and other references. Address, H. JONES, Box No. 171, Post-office, Orange, N. J.

HELP WANTED.

WANTED—A PROTESTANT WOMAN AS cook, at Paterson, N. J.; very small family, small house, modern improvements in kitchen; must come well recommended; wages $17. Also, nice Protestant girl as chamber-maid and waitress; duties light; wages $12. Address for two days, with full particulars, Mrs. K., Box No. 5,195 New-York Post-office, or call Thursday, from 1 to 4 P. M., at No. 116 West 45th-st., basement door.

FRENCH ADVERTISEMENTS.

UNE BONNE D'ENFANTS FRANCAISE parlant parfaitement sa langue, et bien recommandée, désire se placer dans une famille privée. S'adresser au 405 5me-av.

BANKRUPT NOTICES.

IN BANKRUPTCY.—IN THE DISTRICT Court of the United States for the Southern District of New-York.—In the matter of BENJAMIN LODER, bankrupt.—Notice is hereby given that a petition has been filed in said Court, by Benjamin Loder, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts, and other claims provable under said act, and that the 17th day of August, 1870, at 12 o'clock M., at the office of Mr. James F. Dwight, Register in Bankruptcy, No. 7 Beekman-st., (corner Nassau,) Rooms Nos. 3 and 4, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest may attend, and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, on the 25th day of July, 1870.

GEO. F. BETTS, Clerk.
THORNDIKE SAUNDERS, Attorney, No. 21 Park-row, New-York.
jy28-1aw3wTh*

NO. 2,604.—IN THE DISTRICT COURT OF the United States for the Southern District of New-York.—In the matter of RICHARD H. JOHNSON, bankrupt.—In Bankruptcy.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of Richard H. Johnson, of the City of New-York, in the County of New-York and State of New-York, within said district, who has been adjudged a bankrupt upon his own petition by the District Court of said district.—Dated at New-York, the 12th day of July, A. D. 1870.

JOHN SEDGWICK, Assignee,
No. 187 Broadway, New-York City.
jy14-law3wTh*

THE HOT WEATHER.

Further List of Deaths and Prostrations from the Heat.

Interesting Resume of the Effects of the Terrible Temperature.

Ages, Nativities, and Occupations of the Victims—Difficulties of the Coroners—The Mercury Down Among the Eighties Yesterday.

The thermometer dropped yesterday among the eighties, in consequence of the appearance of some dark clouds and the fall of a few raindrops on the pavements of the City, and the relief thus afforded was a grateful one to those compelled to move about under the sun and its heat. All day long the sun struggled manfully to pierce the mass of rolling clouds that intercepted his rays, and the appearance of the streets was a pleasant contrast to that offered on the previous days of the week, as the crowds of pedestrians who thronged the pavements no longer experienced an uncomfortable degree of heat, and moved to and fro with animated faces and elastic steps. The general impression yesterday was that the heated term had reached its limit, and would no longer continue to affright the people by a long list of casualties, and an endless array of personal discomforts to all, even those who were careful of their health and condition. The sun may, however, recover the vantage ground lost so ingloriously yesterday, but as the barometer gave indications of an approaching break in the recent spell of fair weather, the term of heat and disaster may be ended for the present year.

This morning, from midnight to the hour at which we went to press, heavy showers fell, accompanied by lightning at intervals, and cooling the atmosphere very sensibly. It was the first night during which our citizens here have been able to sleep comfortably for some time.

The following were the indications of the thermometer in the shade, yesterday, at the hours mentioned, at WILLIAM P. BYRNE's mineral water "Spa," No. 169 Broadway:

6 A. M.	81°	4 P. M.	82°
8 A. M.	84°	6 P. M.	78¼°
10 A. M.	87°	8 P. M.	73°
Noon	88½°	10 P. M.	71°
2 P. M.	84¼°	12 P. M.	70°

THE DEATHS YESTERDAY.

Notwithstanding the "let up" in the weather, as a car conductor expressed it, the list of deaths, yesterday, was a terrible one, the victims finding their death summons in the experiences of the previous three or four days. The prostrations in the streets were very few, and the fact is a cheerful one, in view of the many cases that have already been recorded.

The following cases of deaths from the heat, in addition to those already published, were, yesterday, reported at the Coroners' office:

Jacob Fingel, of No. 133 Essex-street, died at East River Park, foot of Eighty-fourth-street. The body was taken to his late residence.

Michael Cannon, at No. 623 East Twelfth-street.

John Keane, aged seventy, found dead in bed at No. 7 Washington-street.

Mrs. Harriet N. Burns, at No. 721 Eighth-avenue.

Michael Durand, at No. 572 Third-avenue.

Andrew Fertager, at No. 206 Delancey-street.

Frank Ahird, at No. 362 Seventh-avenue.

Michael Carroll, at No. 40 West Thirteenth-street.

Margaret Young, aged sixty-six, of Brooklyn, at No. 241 Washington-street.

John Cronin, aged twenty-seven, of No. 8 Caroline-street, Brooklyn, at City Hall Park Hospital.

Ellen Harmon, aged forty, at No. 104½ Cherry-street. The body was removed to the Morgue.

James Riley, at No. 423 East Fourteenth-street.

David W. Moody, at No. 2 Bedford-street.

A child at No. 145 Thompson-street.

Hannah Haley, aged thirty-five, at No. 46 Centre-street.

James Guick, at No. 41 Baxter-street.

Mrs. Ammann, at No. 255 Bowery.

Bridget Lynch, aged seventy-six, at No. 61 Bank-street.

PROSTRATIONS YESTERDAY.

An unknown woman, about thirty-five years of age, was found in North Moore-street insensible, and taken to Park Hospital.

Martin Cordett, of No. 656 Washington-street, was prostrated at the corner of Fourth and Christopher streets and taken home.

An unknown man, about sixty-five years of age, was found insensible in the street, and taken to Park Hospital. There was nothing upon his person by which he could be identified.

An unknown man, about forty years of age, was found insensible in front of No. 144 Bleecker-street, and taken to Bellevue Hospital.

Charles Wells, steward of a bark lying at pier foot of Eighteenth-street, North River, was prostrated in Cherry-street, and taken to Park Hospital.

John Buyrens, of No. 280 Plymouth-street, Brooklyn, was prostrated in Spruce-street, and taken to Park Hospital.

A man employed on the new branch of the Morris and Essex Railroad, at the Hackensack Meadows, named Patrick Odell, was sun-struck Tuesday afternoon about 3 o'clock, and died about 6 o'clock before medical attendance had been procured. He was thirty-five years of age, and leaves thinking the Railroad Company did not provide two children. Justice Shepard, of Harrison, properly for the workmen, has ordered an inquiry.

Smith A. Schuyler, a German, died very suddenly in Newark, Tuesday, of sun-stroke.

TROUBLES OF THE CORONERS.

As will be readily believed, the Board of Coroners have found their hands full of business in consequence of the sudden increase of deaths, caused by the prevailing heat. The first indication of the approaching increase of those deaths necessitating the action of the Coroners, was observed on the 27th of June, when the clerk received nineteen cases. On the 28th, the number sank to six, but rose again the following day to twenty cases. On the 30th ult., the number was twelve, and July opened with seventeen. On the 2d inst. there were nine cases, with four and seven on the two following days. The day after the Fourth the Coroners held fourteen inquests, five on the 6th, and ten on the 7th inst. The 8th day of the month afforded only three deaths for the Board, but there were seven on the 9th, and only one on the 10th. The heat then began to assert itself again, and the Coroners' books began to fill up in an alarming degree. The number of inquests kept pace with the days of the months on the 11th and 12th, making it a rather remarkable coincidence. The figures varied after those two days, however, for on the 13th there were fifteen, only nine on the 14th, and eight each on the 15th and 16th. The number of inquests on the 17th inst. was twelve, and there were twenty-five on the following day, and again forty-eight on the 19th, that being the highest figure reached during the present year. The 20th afforded thirty-one inquests, and they sank to fourteen, twelve, seven and eleven on the four succeeding days respectively. The 25th inst. presented twenty-nine, the 26th gave thirty-seven, and there were thirty cases yesterday, thus making the aggregate number of inquests held during the last thirty-one days 442, at an expense to the county of $8,840, the allowance for each inquest being $20. This season of the year is the harvest-time of the Coroners. As there frequently occurs a day that affords them no cases, they naturally derive the greater part of their annual income from those cases occurring during the warm weather.

The Coroners, in addition to the excessive labors necessary for them to perform in order to clear off the work accumulating on their hands and books, find several obstacles thrown in their way by the carelessness of Police Sergeants and other officials who neglect to afford the Board proper data when reporting the cases each succeeding day. The Coroners are now compelled to extend their hours of duty far into the night, in order that they may hold inquests and grant certificates, as the prevailing heat necessitates early interment of the dead. During the past three or four days Coroners have found themselves examining into cases after the midnight hour had struck on the clock towers. Police Superintendent JOHN JOURDAN, seeking to aid the Coroners and lessen the evils attending neglect of dead bodies, recently issued an order to the Police Captains to have the remains of all unknown dead persons sent to the Morgue immediately after death had occurred, and the order has been obeyed, the details of each case being transmitted to the Superintendent. The Coroners complain, however, that while the rule works admirably, they are hindered considerably by the Police not notifying them where the bodies go from, and hence it was that one of the Coroners, yesterday, went to the Morgue to hold inquests in two cases, among others, only to find that the necessary evidence was in the Fourth and Sixth Ward Station-houses. Had the Coroner known this fact before leaving his office in the City Hall, he could have obtained the evidence and closed the case. One of the bodies spoken of had been identified and claimed by the relatives, but as they knew none of the facts attending death, the Coroner could not give a certificate, and the body yet remains in the Morgue, rapidly progressing in decomposition. Superintendent JOURDAN will probably remedy the evil at an early date, as the Sergeants in the force are the only persons really at fault.

MORTALITY AMONG CHILDREN.

The Summer solstice is invariably productive of great distress and illness among the infantile portion of our City population, and the present season has proved no exception. The stifling heat during the night hours of the past four or five weeks gave the little treasures of the household no opportunity for that refreshing sleep so necessary for the growth and well-being of children. The consequence has been a frightful increase in the mortality among children in this City. The heat suddenly developes one of those innumerable diseases incidental to childhood, and the family of the afflicted little one are sorely tried by the sight of the sufferings of their darling. A few days' illness, and the pet of the household languishes under the heat and the disorder, and despite the efforts of the sympathizing family physician, dies amid the tears and sorrow of the relatives. The parents bury their little dead out of their sight with anguished hearts, and for many a day find their sorrow renewed by the sight of a broken toy, a well-worn shoe, or other unconsidered trifle connected with the little one that is gone forever to that heaven of which the Savior pronounced children to be the sure inheritors. How often does it occur that the children thus carried off amid the torrid heat of the season are the most dearly prized and loved, yet the great Giver of all moves so mysteriously that they leave the home-circle when it only seems perfect by their active presence. In tenement-houses the mortality among children is the more noticeable, owing to the dreadful lack of ventilation in those crowded refuges of the poorer classes of society. The sufferers are afforded no chance of life when seized with illness, and they expire as much through lack of good air as from any other cause. Gatherers of interesting facts are well aware that scarcely a week, or even a day, passes by without a child's funeral at the different "first-class" tenement-houses in this City. Where sixty, eighty, and in some instances by no means rare, over two hundred families are huddled together in a space not sufficient for ten or twelve, the death-rate among children during the present heated term must be a terrible one, and the fact calls loudly for a stricter code of laws in connection with these modern babels.

THE CASES FOR THE TERM.

As a matter of interest it will be proper here to give the list of cases coming under the notice of the physicians at Bellevue and the Park Hospital since the 26th of June, that being the earliest date of the present term of heat and terror. It will be seen that the sufferers generally come from those classes exposed to the rays of the sun by the nature of their avocations, or else find their illness by exposure to fires necessary to their work. As will be readily believed, the greater part of the sun-stroke cases are mainly due to the improper and reckless use of ardent liquors, in the incautious quenching of thirst by inordinate draughts of ice-water, thereby either increasing the unnatural heat of the body by stimulants, or checking the proper degrees of perspiration. The list appended only comprises those cases received at the Hospitals, the great bulk of the prostrations reported each day being attended to on the spot or at the residences of the victims.

The following is a complete list of cases received at the Hospital in the Park, recently established as an accident and emergency Hospital by the Commissioners of Public Charities and Corrections:

Mary Smith, twenty-six, United States, widow: friends in Oswego, N. Y.

Rosa Brown, thirteen, United States; subsequently recovered.

Boy; name, age and particulars unknown.

John Satorry, twenty-six, Germany, ten days in country, restaurant cook; died in twelve hours.

Ebenezer Gilchrist, thirty, Scotland, four years in the United States.

Patrick Byrne, forty, Dublin, porter; died in twelve hours.

Thomas Scanlan, thirty-four, Ireland; came in himself; had been prostrated one week before.

Michael Kilrow, thirty, Ireland, laborer; recovered next day.

Thomas B. Sargent, thirty-three, Ireland, druggist; came in himself.

Wm. Egan, twenty-three, Ireland, no home, no friends; prostrated July 14 at Pier No. 12 North River, and fell into the water; rescued by the Police; discharged same day.

Patrick Rogers, thirty, Ireland, laborer; came in himself.

Johanna Ronan, forty, Ireland, widow; found helpless in the street.

J. H. Harris, thirty-three, United States; ordinary case.

Julius M. Dunscomb, thirty-three, United States; was prostrated in NEW-YORK TIMES office; a case of the "syncope variety."

Albert Jones, twenty-five, United States; ordinary case.

Daniel Mullen, thirty-six, Ireland, laborer; brought from Pier No. 9 North River.

John Dolan, twenty-six, Ireland; died next day.

An insensible man, identified as Wm. Cockburn, forty-two, England, salesman; died in twenty minutes.

Patrick Ryan, fifty, Ireland, two months in America; died in nine hours.

John Haggerty, forty, Ireland, nineteen years in America; recovered.

Joseph White, twenty-five, Ireland; fell from his truck; laceration of scalp and sun-stroke.

Owen Sullivan, twenty-four, Ireland; brought from *Daily News* Office.

Wm. Sherell, forty-five, German; prostrated in Beekman-street; died in three hours.

John Hatz, thirty-seven, Austria, fifteen months in America; had no home; died in thirty hours.

An unknown man, with light hair and red mustache and goatee; had been taking laudanum; died in one and three-quarter hours.

Joseph Rotman, twenty-three, Germany; discharged same day.

Herman Flagg, forty-five, Germany; recovered same day.

James Goodliff, seventy-four, England; had been forty years in the United States; mason; slight prostration.

Christian Hieber, fifty-six, Germany; found prostrated in the Fourth Ward.

An unknown man brought from Second Ward; hack-driver; subsequently identified as Patrick Harnand, thirty, Ireland; died in eight hours.

George Price, fifty-three, British Provinces, carpenter, no home; brought in while insensible; died in twenty-four hours.

John Wolf, thirty-five, Germany; died in two hours.

Joseph D. Hawkins, thirty-nine, England; a waiter; once well known as proprietor of a night saloon in Nassau-street; recovered.

Virginia Jones, twenty, colored, United States; prostrated at Staten Island Ferry; first case of the kind on record; discharged the same day.

Peter Collom, forty-nine, Ireland; ordinary case, only noticeable as the one hundredth patient admitted since the hospital had been established.

An unknown man, sixty years of age; bald head, whiskers all round and gray hair; died in three hours; never recognized.

J. B. Osborn, twenty-five, United States; bookkeeper; recovered next day.

John Lyons, thirty-three, Germany; recovered.

Philip Walker, thirty-three, United States.

Wm. Gibbons, twenty-six, United States.

Alex. Lamont, forty-one, United States; prostrated in the Post-office.

Wm. Moore, forty-five, Ireland; came in himself.

An unknown man, arrested for intoxication; had dark side whiskers, dark hair and eyes; died in four hours.

Patrick Madday, thirty-six, United States; brought in a comatose condition; died in six hours.

Patrick Ridman, twenty-seven, United States, hack-driver; came in himself.

William Howe, twenty-three, Ireland, been two weeks in the United States; brought from a pier.

An unknown man from the Fourth Ward, and another from the Sixth Ward, on Tuesday; both died same day; the last one since identified as John Frederick, thirty-four, Germany, tailor.

An unknown man, was arrested for intoxication on board the *Elm City*, and placed in prisoner's box at the Tombs. The officer failed to notify any one; subsequently taken to Hospital; since identified as Wm. Tew, forty-five, England, shoemaker; one week in America; residence, Castle Garden; still dangerous.

John Cronin, twenty-seven, Ireland; sent in quite comatose; died in one hour.

The following are the more serious cases received at Bellevue Hospital during the term:

Frank H. Waty, forty-eight, Germany, peddler

Carl Leopold, twenty-one, Germany, sailor.

James Moore, thirty-three, Ireland, laborer; brought from Jefferson Market Prison.

Frederick Smith, eighteen, United States, barber.

John Starr, forty, Ireland, laborer; thirty-five years in America; came from a canal-boat; since dead.

Patrick Keenan, forty-five, Ireland, laborer; since dead.

Adolph Hoffman, forty-five, Germany; since dead.

John Carty, forty, Ireland, bricklayer.

James Smith, forty, Ireland, hostler.

Catharine Corceran, thirty, Ireland, domestic; since dead.

Edward Doran, forty-eight, Germany, Pavior.

Samuel Kilpatrick, fifty, Ireland, laborer; since dead.

Daniel T. Westcott, fifty-four, United States, carpenter.

Henry Stinson, twenty-eight, Ireland, laborer; found insensible on the side-walk.

Catharine Brown, twenty-four, United States, domestic; reported herself.

James O'Leary, forty, Ireland, sailor.

Charles Claney, thirty, Ireland, laborer.

Ellen McMullen, sixty, Ireland, domestic.

James Dunn, thirty-three, Ireland, laborer.

James Baker, forty, England, brewer; found in a room insensible; since dead.

Martin Kane, twenty-eight, Ireland, laborer.

An unknown woman, found in the Third-avenue; since dead.

John Gorron, twenty, Ireland, laborer.

George Bears, thirty, Ireland, laborer; since dead.

John White, sixty, Ireland, laborer.

Dennis Cassidy, thirty-six, Ireland, laborer; since dead.

Reka Fabin, thirty-six, Germany, domestic; since dead.

Tim Finnerty, forty-eight, Ireland, laborer.

Gottlieb Myer, forty, Germany, ropeb-maker.

An unknown man, found in Eldridge-street; since dead.

Catharine Norton, twenty-three, Ireland, destitute; found in a room at No. 110 Greene-street.

James Brown, sixty-five, Ireland, harness-maker.

James Kilday, thirty, Ireland, eight days in America; since dead.

Mathias Hurick, forty-nine, Germany, carpenter.

Wenzel Swicher, seventeen, Germany, laborer.

Wm. Savage, thirty-seven, Ireland, laborer.

Terence Duffy, thirty-five, Ireland, laborer.

Mary Tuttle, fifty-one, England, domestic.

August Speel, twenty-five, Germany, porter; since dead.

George Jenkins; went home in a few minutes.

Bernard McLaughlin, thirty, Ireland.

John Quinn, thirty, United States, waterman.

John Pillister, thirty, Ireland, shoe-maker.

Michael Hare, twenty-nine, Germany, tailor; found insensible.

Rachel Tiber, thirty-six, Germany, domestic.

Thomas McCarly, sixty-two, Ireland, painter.

Patrick Carney, forty, Ireland, laborer.

Wm. Lyons, fifty-four, Ireland, junkman.

Timothy Collins, twenty-eight, Ireland, shoemaker.

Edward McNeil, fifty-seven, United States, seaman.

John Underwood, twenty, England, carpenter.

Henry Schandel, forty, Germany.

Thomas H. Kelly, twenty-seven, Ireland, peddler.

Johanna Lyons, twenty-six, Ireland, domestic

Henry Bower, twenty-eight, Germany, wheelwright.

Francis Cadden, thirty-five, Ireland, laborer.

John Carty, twenty-seven, Ireland, laborer; since dead.

As will be seen from the above list the majority of those needing skillful hospital treatment are of foreign birth. Some of them were only a few days in the country when prostrated by the sudden and unaccustomed heat, while others were residents of several years' standing. The curious observer will be enabled to draw many inferences from the array of condensed facts in the foregoing lists.

LOCAL NEWS IN BRIEF.

NEW-YORK.

Mr. SIMON STEIN read a paper on "Representative Government, Its Evils and Their Cure," before the members of the New-York Liberal Club, last evening. He treated chiefly of democratic representation, and disapproved of the present system of election, as virtually excluding the minority from a voice in the administration of the Government, and, in fact, depriving them of the right of franchise. Our Government, as at present constituted, represented the majority of the people only, and perpetuated a party feeling pernicious to the interests of the country. He approved of HARE's system of election, as giving all parties equal representation, and as best fitted to the peculiar constitution of the country. An interesting debate on the subject followed, which was participated in by several members of the Club.

JOSEPH ROSENBLATT and DELIA MAYER, who lately carried on an extensive hatter's establishment at No. 48 West Fifty-fourth street, were arrested, yesterday, on the complaint of SAMUEL A. BEEKMAN, Broadway, charged with having, while contemplating proceedings in bankruptcy, received from him, on credit, several thousand dollars' worth of hatting material. It appears that on the 4th May last the defendants obtained a large quantity of goods from Mr. BEEKMAN, and on the 6th June filed a motion in bankruptcy, contrary to the statute, which prohibits such a proceeding within three months after the purchase of goods on credit. It was also alleged, on the part of Mr. BEEKMAN, that the defendants fraudulently disposed of their property, and on an investigation before Commissioner SHIELDS, in the afternoon, they were held in $5,000 bail each.

Coroner ROLLINS, last evening, proceeded to hold an inquest in the case of the dead infant found in the yard of No. 246 West Thirty-seventh-street, which is fully reported this morning in another column. Dr. JOHN BEACH made a post-mortem examination, and by the application of the usual tests to the lungs established the fact that the child had been born alive, and it was his opinion as a result of the entire examination, that death had been caused by strangulation. A jury was then impaneled and further proceedings in the case were postponed to a future day. Miss COWTON, who is supposed to be the mother of the child, continued in a very critical condition at a late hour, and there was little hope of her recovery.

By order of Gen. RAYMOND, the veterans of the War of 1812, those that remain, attended the funeral of their late brother soldier, MOSES FARGO, at the Sixth-street Baptist Church, yesterday, at 1½ in the afternoon. There was quite a large attendance of the friends of the deceased, and the old men whose ranks are thinning so fast seemed much affected at the death of their comrade.

Among the residents of Ward's Island there are 140 discharged Union soldiers, under the care of the Commissioners of Charities and Correction. Some of them are sick, some are maimed and all are poor. They fought for the Republic in the late war, and but for the hand of charity they would be destitute in the country they helped to save. All they possessed—life, health and strength, they perilled at their country's call. They appeal to those who are reaping the fruits of their patriotic duty, out of their abundance to give a mite to their defenders, to procure for them what their bill of fare does not include—tobacco, fruit and reading matter.

At an early hour yesterday morning a party of river thieves boarded the schooner *Franconia*, lying in the East River, off Thirty-sixth-street, but in doing so awakened JOHN H. JARVIS the mate, who opened fire upon them with his revolver. The thieves returned the fire as they hastily retreated from the vessel, one of their shots taking effect in the left arm of JARVIS, inflicting a slight wound. All of the marauders escaped.

JOHN COLLINS, nine years of age, residing at No. 428 Second-avenue, was, yesterday, run over at the corner of Madison-avenue and Twenty fifth-street by a dirt cart, the wheel passing over his head and shoulder, fracturing his skull. JOHN DENNING, of No. 450 West Twenty-eighth-street, the driver of the cart, was arrested and locked up in the Twenty-ninth Precinct Station-house. The child was taken to Bellevue Hospital.

Yesterday morning the pupils attached to the St. Philips Sunday-school in Mulberry-street enjoyed a pleasant day's sport at Boulevard Grove. It was largely attended with many of the parents of the children, and after having enjoyed themselves to their hearts content they all returned home in good spirits.

At a meeting of the Board of Police, yesterday, JOHN COOK, of the Ninth Precinct, and WILLIAM HAMILTON, of the Seventh Precinct, were dismissed from the Department.

MARGARET LOLPT, No. 222 Center-street, was arrested, yesterday, by Officer APPLEGATE, of the Secret Service Department, to whom she sold 200 cigars which were not properly stamped. The examination was adjourned to Saturday.

The Irish Republican Central Club will meet this evening at Masonic Hall, Thirteenth-street.

BROOKLYN.

JACOB DYER, a shoe-maker, residing at No. 125 East Baltic-street, committed suicide, yesterday morning, by taking a dose of Paris blue. He leaves a wife and family unprovided for.

A portion of the front wall of a building on the corner of Columbia and Fulton streets, occupied as a flour and feed store, fell about 2 o'clock yesterday morning. No one was hurt, but had the accident occurred during the day, situated as the building was, in a business portion of the city, some lives would certainly have been lost. In view of this, and the recent fall of Hamilton Market, the citizens are beginning to look with considerable dissatisfaction upon the Inspector of Public Buildings.

An unknown man, while under the influence of liquor, walked off the dock at the foot of Clinton-street, last night, and but for the timely assistance of EDWARD MCGUIRE, would certainly have been drowned. He was so weak when taken out that he had to be conveyed to the Long Island College Hospital.

Police Commissioners BRIGGS and VAN ANDEN had tried the following cases yesterday: Officer LENNON, of the Second Precinct, for insulting a lady on the public street. Undecided. MICHAEL RIGNEY, of the Ninth, was fined three days' pay for sitting down while on duty. Several other men were reprimanded for trivial offenses.

MICHAEL FLYNN was sent to jail yesterday for twenty-nine days by Justice DELMAR, for knocking down and kicking Mrs. GEO. FAY, of No. 324 Atlantic-street.

The body of the woman found drowned at the foot of Atlantic-street, on Monday, was identified yesterday as that of Mrs. ANN TOLE, of Madison-street, New-York. Her son is Clerk to the Board of Coroners in New-York.

A male child, about three months old, was left, at an early hour yesterday morning, on the front stoop of No. 281 Hicks-street. It was placed in the hands of the City Nurse.

JAMES DUNN, who beat his daughter to death on Monday last, was, it appears, mad with whisky when he committed the assault.

The premises No. 63 Henry-street, occupied by EDWARD DREW, were slightly damaged by fire yesterday afternoon.

LONG ISLAND.

Appropriations have been made to remove, rebuild and enlarge the school-house at Moriches. The Presbyterian Society has sold at a nominal price a new and more favored location for this purpose. For a long time the position and condition of the building have been a source of dissatisfaction to a large number of the residents of the place.

The sixth annual excursion of the Jamaica South Union Sunday-schools took place yesterday. This was an excursion over the South-side Railroad to Babylon, an extra train being provided, and a picnic in the beautiful grove at that place. Addresses were made by prominent Sunday-school men. About 500 excursionists enjoyed the trip. Everything passed off pleasantly.

JAMES W. KING, the Willett's Point soldier accused of bigamy, was discharged Tuesday evening by Justice QUARTERMAN.

The steamer *City of Lawrence* brought 1,000 excursionists from the villages of Ware, Gilbertville and Thorndale, Mass., to Greenport, yesterday. The visitors spent four or five hours in viewing the place, and then embarked on their home trip. They were evidently well pleased with Greenport and its surroundings.

NEW-JERSEY.

Tuesday afternoon Mr. WM. GRUETT, of Mulberry-place, Newark, entered the coal-yard of Mr. BOYCE, on Railroad-avenue, when a large dog, which was chained, sprang upon him and bit him terribly in the face. While trying to free himself, Mr. GRUETT was repeatedly bitten until he became insensible. The dog was at last driven off, and the wounded man was removed to the office of Dr. SWEET, who sewed up his wounds and further cared for him.

EDWARD FLANAGAN, of Newark, has been renting a room to a feeble woman named CAROLINE RIPLEY, who is understood to have been rather a loose character. Tuesday the Overseer of the Poor was notified that a woman was lying in the street in front of house No. 68 Adams-street, and FLANAGAN was asked to allow her to enter the house till she could be cared for. He refused, on the plea that she owed him $12 rent, but it turned out that he owed her $5, which he paid over to the Overseer without delay when requested to do so. The unfortunate woman was removed to the Almshouse, where she died in a few minutes after her arrival.

A little boy, eight years of age, named JOHN O'NEIL, was drowned in the Morris Canal in Paterson on Tuesday evening. No one witnessed the accident except another boy who caught sight of his clothing as he was sinking, but was unable to rescue him. A Coroners' jury returned a verdict of "accidental drowning," and donated their fees to the child's father, a laboring man employed in the Grant Locomotive Works.

The time-table on the Morris and Essex Railroad has been changed without previous public notice, and passengers have been greatly discommoded thereby.

ARMY AND NAVY RECORD.

WASHINGTON, July 27.—The following orders have been issued by the Navy Department: Capt. Thomas H. Stevens to command the *Guerriere* on the 10th of August next; Lieut. Charles M. Thomas; Ensigns Kennedy and Moser; Midshipmen Baker, Jouett, Winslow, Crosby, Rees, Graham, Mayer and Fickbohn; Surgeon Wales; Passed Assistant Surgeon Rundlett; Pay-master Wallack; Chief Engineer Long and First Assistant Engineer Purse to the *Guerriere*. Lieut.-Commander Mitchell; Lieutenants Judd and Perry; Midshipmen Harris, McCracken, Shaefer, Wise and Emerich; Surgeon Bates; Pay-master Woodhull, and Chief-Engineer Ayres, to the *Shenandoah*, on the 10th August. Commander Breese to the Naval Observatory. Passed Assistant-Surgeon Bingham to the receiving-ship *Independence*. Commander Wells has been detached from the Navy-yard at Portsmouth; Lieut.-Commander McGlensey from the Naval Academy, and ordered to the *Guerriere*; Lieut.-Commander Reed from the *Michigan*, and ordered to the *Guerriere*; Lieut.-Commander Chadwick from torpedo duty and ordered to he *Guerriere*; Lieut.-Commander Niles, from the Navy-yard at New-York, and ordered to the *Shenandoah*; Lieut.-Crocker, from duty at New-York, and ordered to the *Shenandoah*; Lieut. Buford, from the Hydrographic Office, and ordered to the *Guerriere*; Surgeon Woods, from the receiving-ship *Independence*, and ordered to the naval hospital at the Mare Island Navy-yard; Assistant Surgeon Hegl, from the Naval Academy, and ordered to the *Shenandoah*; First Assistant Engineer, Van Hovenberg from the Navy-yard at New-York, and ordered to the *Shenandoah*.

FOREIGN MARKETS.

LONDON, July 27.—The market opened dull for American securities and stocks, but grew firmer and higher and closed quiet. The tone of the market during the day is indicated by the following table:

	11½ A. M.	2 P. M.	5 P. M.
Consols for money	89¼	89⅝	89½
Consols for account	89¼	89⅝	89⅝
U. S. 5-20s of 1862	81⅛	82	82
U. S. 5-20s of 1865, old	81	82	82
U. S. 5-20s of 1867	80⅛	81⅛	81
U. S. 10-40s	79	80	80
Ill. Cen. Railroad Shares	102	102	102
Erie Railroad Shares	15	14⅛	15
Atl. & Gt. W. R. R. Shares	21	21	21

FRANKFORT, July 27—Evening.—United States Five-twenty bonds closed quiet and steady at 78 for the issue of 1862.

LIVERPOOL, July 28—11½ A. M.—COTTON—The market opened dull and irregular. Middling Uplands, 8¼d.@8⅜d.; Middling Orleans, 8⅜d.@8½d. The sales of the day are estimated at 10,000 bales. BREADSTUFFS—Flour, 25s. 6d. ₱ bbl. for Western Canal.

LONDON, July 28—11½ A. M.—Common RESIN firmer at 6s.@6s. 3d. ₱ cwt. TURPENTINE firm. HOPS quiet at £4@£5 5s. ₱ cental for American. WHALE OIL quiet.

LIVERPOOL, July 27.—1½ P. M.—COTTON—The market is irregular: Middling Uplands, 8d.@8¼d.; Middling Orleans, 8⅜d.@8½d. The sales of the day are now estimated at 8,000 bales. PROVISIONS—Pork buoyant. Bacon, 59s. ₱ cwt. for Cumberland Cut.

LIVERPOOL, July 27.—4½ P. M.—COTTON closed irregular; Middling Uplands, 8d.@8⅛d.; Middling Orleans, 8¼d.@8⅜d. The sales of the day foot up 9,000 bales, including 2,000 for speculation and export. BREADSTUFFS closed quiet and unchanged.

LIVERPOOL, July 27.—6 P. M.—Common RESIN closed at 5s. 6d.@5s. 9d. Spirits PETROLEUM, 1s. 1d.

LONDON, July 27.—4½ P. M.—WHALE-OIL firm and unchanged. Common RESIN firm.

ANTWERP, July 27.—PETROLEUM closed dull at 48f.@48½f.

BREMEN, July 27.—Evening.—PETROLEUM closed heavy.

HAMBURG, July 27.—Evening.—PETROLEUM closed quiet.

ANTWERP, July 27.—Evening.—PETROLEUM closed easier.

DOMESTIC MARKETS.

BUFFALO, July 27.—RECEIPTS—Flour, 1,500 bbls.; Wheat, 45,000 bushels; Corn, 30,000 bushels. SHIPMENTS—Wheat, 55,000 bushels; Corn, 47,000 bushels; by railroad—Wheat, 7,000 bushels; Corn, 50,000 bushels; Oats, 26,000 bushels. FLOUR inactive. WHEAT neglected—entirely nominal. CORN dull and heavy; sales 4,000 bushels No. 2 Western at 91c. OATS heavy and entirely nominal. RYE held at 95c., with no buyers. BARLEY nominal. PORK dull at $30. LARD dull at 16½c.@17c. HIGHWINES nominally at $1 02. FREIGHTS very dull and unchanged. The Live Stock market generally dull. CATTLE receipts for the week, 203 cars, against 400 cars same time last week, although the light receipts make holders firm; buyers declining to purchase owing to the Eastern depression; sales, today, 495 head at $8 30 for Extra Indiana to $6 75 for Thin Ohio; Medium to Fair at $6 75@$7 87½; Illinois Good at $7 87½; Cherokee, $4 75 SHEEP—No sales, with indication of lower prices when market opens. HOGS—Light receipts and but little traffic, and prices shading off; shipping stock, 9c.@9½c.

CHICAGO, July 27.—EXCHANGE unchanged. FLOUR dull and unchanged. WHEAT advancing; sales at $1 10 for No. 2; in afternoon market active; sales at $1 15¾@$1 16, seller August. CORN quiet, firmer and higher; sales at 83½c.; in afternoon firmer at 84½c., seller August. OATS quiet and higher; sales at 46c. for No. 2. RYE dull and nominal; No. 2, 80c. HIGHWINES firm and steady at 96c. for wood-bound; 97c. for iron-bound. PROVISIONS held firmly. Mess PORK, $29 50@$30. LARD, 16¾c.@17c. Dry-salted SHOULDERS, 13c.@13¼c. Short-rib MIDDLES, 16c. Live HOGS active and higher at $9 15@$9 95 for Common to Choice. CATTLE quiet and unchanged. RECEIPTS—4,000 bbls. Flour, 35,000 bushels Wheat, 77,000 bushels Corn, 29,000 bushels Oats, 2,200 bushels Rye, 2,500 bushels Barley, 7,000 Hogs. SHIPMENTS—3,200 bbls. Flour, 73,000 bushels Wheat, 46,000 bushels Corn, 9,500 bushels Oats, 4,900 Hogs. FREIGHTS steady.

OSWEGO, July 27.—FLOUR dull and unchanged; sales 1,300 bbls., at $7 75 for No. 1 Spring; $8 50 for Amber Winter; $9 for White; $9 50 for Double Extra. WHEAT quiet and easier; No. 1 Milwaukee Club at $1 40. CORN quiet and lower; round lots held at 65c.; Illinois, 60c. RYE nominal. CORN-MEAL $2 15 for Bolted; $2 05 for Unbolted, ₱ cwt. MILL-FEED unchanged; Shorts, 20c.; Ship-stuffs, 25c.; Middlings, 30c.@33c. ₱ ton. Canal FREIGHTS—Wheat, 7½c.; Corn and Rye, 7c.; Oats, 4½c., to New-York. Lumber, $3 25 to the Hudson; $4 to New York. Railroad FREIGHTS—Flour to Boston, 63c.; to New-York, 48c.; to Albany, 46c. Grain and Mill-feed to Boston, $6 30; to New-York, $4 80; to Albany, $4 60, ₱ ton. LAKE IMPORTS—573,000 feet of Lumber. Canal EXPORTS—2,800 bbls. Flour; 49,000 bushels Wheat; 2,400 bushels Corn; 8,600 bushels Barley; 7,500 bushels Peas; 1,897,000 feet of Lumber.

CINCINNATI, July 27.—FLOUR dull and unchanged. WHEAT dull and drooping; $1 19½@$1 20 asked for No. 2; $1 28 for No. 1; 3c. less offered. CORN in fair demand; sales at 90c.@92c. OATS dull for all grades, except prime; Choice White, New, 40c.@45c.; Old sells at 54c.@59c., latter for Choice White. RYE in moderate demand at 90c.@92c. for New. 94c.@96c. for Old. BARLEY unchanged. COTTON dull; Middlings, 19c. TOBACCO in good demand at full rates; sales, 120 hhds. at $6 40@$60 for Frozen Trash to Fancy Bright Leaf. WHISKY dull, at 98c. for iron-bound; forced sale at 96c. PROVISIONS quiet, dull and no demand. Mess PORK held at $30 50. LARD 16¼c. Bulk MEATS, 13c.@15½c. BACON held at 14½c. for Shoulders; 17½c. for Clear Rib; 18½c. for Clear Sides; no sales. EXCHANGE dull and unchanged.

ST. LOUIS, July 27.—TOBACCO steady. COTTON quiet at 17c.@17½c. FLOUR active for low grades; Fall Superfine, $4 60@$5; Extra, $5 50@$6 25; Double Extra, $5 50@$6 41. WHEAT—Choice, No. 2 Fall Red, $1 17@$1 20; No. 1 do, $1 25@$1 30; Choice, $1 30@$1 40. CORN dull; Mixed, 78c.@79c.; White, 90c.@95c. OATS quiet at 41c.@43c. for new; 47c.@48c. for old. RYE easier at 70c.@75c. for old; 82c. for new. WHISKY steady at $1. PORK, $31. BACON dull; holders firm; Shoulders, 14½c.@14¾c.; Clear Sides, 18¾c. LARD firm at 16¼c. CATTLE steady at 2¾c.@4c. for inferior to medium; 4½c.@5¼c. for fair to prime; 6c.@7¼c. for choice to extra. Live HOGS firm at 8½c.@9½c. RECEIPTS—Flour, 2,600 bbls.; Wheat, 32,000 bushels; Corn, 9,000 bushels; Oats, 23,000 bushels.

NEW-ORLEANS, July 27.—FLOUR firmer; Superfine, $5 37½; Double Extra, $6@$6 20; Treble Extra, $6 37½. CORN firm; Mixed, $1; White, $1 05@$1 07½. OATS dull and lower at 60c.@62c. BRAN, 95c.@$1 07½; Prime, $1 25. PORK, $32@$32 50. BACON—Shoulders, 15¼c.; Clear Rib, 18¼c.; Clear Sides, 19¼c. HAMS, 26c.@26½c. SUGAR—Prime, 12c. MOLASSES—Plantation Fermenting, 50c. WHISKY—Western Rectified, 97½c.@$1 07½. EXCHANGE—Sterling, 123½; New-York Sight, ⅝ premium. GOLD, 121.

LOUISVILLE, July 27.—COTTON dull at 18½c. FLOUR firm; Extra Family, $5 50. GRAIN steady. WHEAT, $1 20@$1 30; CORN, $1 10; OATS, 63c.; RYE, 90c. PROVISIONS firmer. PORK, $31. BACON—15c. for Shoulders, 18c. for Clear Rib Sides, 19c. for Clear Sides. Bulk MEATS—14c. for Shoulders, 17c.@18c. for Sides. LARD, 17½c. HAMS, 24½c.@25c. WHISKY, 98c.@99c. TOBACCO—$1 75@$5 50 for Frosted, $5 75@$6 50 for common to good Lugs, $6 75 for manufacturing Leaf.

DETROIT, July 27.—WHEAT dull at an advance of 1c.; Extra, 63c.; No. 1, 54c.; Amber, $1 42@$1 43. CORN, 96c. for No. 1. OATS declining; State, 53c. BARLEY—Canada, $2 10@$2 15 ₱ cental.

CHARLESTON, S. C., July 27.—COTTON quiet; no demand for common qualities; Middling, 18¾c.; sales, 100 bales; net receipts, 24 bales; exports, to Great Britain, 3,309 bales; stock, 1,936 bales.

SAVANNAH, Ga., July 27.—COTTON dull; Low Middling held at 17½c.: net receipts, 570 bales; exports, coastwise, 923 bales; stock, 5,411 bales.

NORFOLK, Va., July 27.—COTTON quiet; Low Middling, 17¾c.@18c.; sales, 150 bales; exports, coastwise, 50 bales; stock, 493 bales; net receipts, 28 bales.

NEW-ORLEANS, La., July 27.—COTTON firm and in fair demand; Middlings, 17¾c.@18c.; sales 1,000 bales; net receipts, 144 bales; stock, 50,360 bales.

MILWAUKEE, July 27.—FLOUR steady and unchanged. WHEAT quiet; No. 1, $1 24; No. 2, $1 18. OATS easier; No. 2, 39c. CORN active; No. 2, 81c. RECEIPTS—1,000 bbls. Flour, 70,000 bushels Wheat. SHIPMENTS—2,000 bbls. Flour, 55,000 bushels Wheat.

GALVESTON, Texas, July 27.—COTTON weak; demand moderate; good Ordinary, 13½c.@13¾c.; sales, 450 bales; net receipts, 49 bales; stock, 8,160 bales.

WILMINGTON, N. C., July 27.—Spirits TURPENTINE firm at 36½c. RESIN dull; Strained, delivered, at $1 27½c. Crude TURPENTINE steady and unchanged.

MOBILE, Ala., July 27.—COTTON quiet and steady; Middling, 17c.; sales, 300 bales; net receipts, 18 bales; stock, 15,783 bales.

[Advertisement.]

NAPOLEON and King WILLIAM are now in the field, arrayed against each other, anxious for the fray; and all the world stands excitedly watching on, speculating on the chances of each. No matter which is victor, he will have to fight for his laurels, and pay heavily for the advantages gained. Thus it is with all conquerors. It took years of persevering toil and industry for KNOX, the Emperor of Hatters, to vanquish his innumerable opponents, and to reach the pinnacle of fame now occupied by him. And while you read with anxiety the progress of the European combatants, forget not that KNOX can supply you now, as ever, with the latest and most approved styles of everything in his line.

Weather Report.

NEW-YORK, July 27—9 A. M.

Place.	Wind.	Weather.	Ther.
Port Hastings	N. W.	Raining	60
Halifax	N.	Clear	66
Portland	S. W.	Clear	70
Boston	E.	Cloudy	70
New-York	N. W.	Overcast	85
Philadelphia	W.	Clear	86
Wilmington	W.	Clear	88
Washington	S. W.	Cloudy	84
Richmond	N. W.	Clear	80
Charleston	S. W.	Clear	84
Savannah	S. W.	Clear	82
Augusta	S.	Overcast	84
Oswego	N.	Clear	76
Buffalo	W.	Clear	82
Pittsburg	W.	Clear	80
Chicago	N. W.	Clear	82
Louisville	S. W.	Cloudy	89
Mobile	N. W.	Clear	83
New-Orleans	N. E.	Cloudy	82
Key West	E.	Cloudy	82
Havana	E.	Cloudy	84

Passengers Sailed.

JULY 27—*In steam-ship Scotia, for Liverpool.*—S. Lyndi, Miss Dillon, Miss Noble, Miss Delafeld, Miss Varick, Miss J. C. Varick, J. N. Osborne, J. Higgins, Mrs. M. L. Emerson and child, A. Ward, Judge Westerkenf, Mr. and Mrs. M. J. Henriques, Miss E. Henriques, Miss Adams, C. H. Adams, Miss Egberts, Miss Steele, Rev. D. McLeod, Miss V. B. Scott, Mrs. Eloesser, Mrs. Hargreaves, Misses Thomas, (2,) J. P. Howard, O. de la Grange, Dr. Broades, A. Richardt, Mr. and Mrs. C. W. Noble, Mr. and Mrs. J. Hobson, 2 children and 2 servants, Mr. and Mrs. D. H. Wickhem, Baron Hubner, H. J. Faulkner, G. E. Dodge, L. C. Tiffany, R. S. Gifford, Mr. and Mrs. C. Lynde and 2 children, Mr. McStaveley, Gen. Sheridan, Mr. C. Lourey, Miss C. Buford, Miss Pengret, Gen. Forsythe, Mrs. Peugnet, Miss Peugnet, J. Neeson, Rev. Dr. Edmonds, G. T. Meredith, F. Butterfield, W. B. Buising, P. Panavicini, J. F. Bromley, B. Natrop, S. Ward, R. C. Randall, M. J. Parrot, L. Scott, J. O. Chadwick, Mr. Grund, I. Snedecor, G. G. Brown, F. Lafarge, S. Johnston, D. J. O. Jones, Miss Jennaui, Miss M. Jennaui, Mr. and Mrs. P. L. Cable, Miss L. Cable, B. Cable, Mr. and Mrs. A. P. Cummings, H. R. Jackson, J. Boyer, Master P. Ceballo and nurse, Mr. and Mrs. J. Pedro, W. Winans, M. Ellis, Dr. W. Anderson, J. F. Tobias, J. Adams, M. Odening, Mr. Maxeen, Mrs. G. M. Chilson, Dr. and Mrs. E. Parker, Pedros Seward, Miss Roberts, Miss Emma Roberts, Mr. and Mrs. G. W. Roberts, C. Krafft, R. R. Winans and servant, C. Stembache, G. T. Knight, Mr. Broad, A. Bochin, R. Hartly, Mr. and Mrs. C. W. Parker.

JULY 27—*In steam-ship Wisconsin, for Liverpool.*—W. B. Huggins, Master Tudor, Mr. Harrington, Mrs. Mortimer, Miss Stalker, Miss Tudor, Miss Huggins, Mr. and Mrs. Geo. E. Moore, Mr. and Mrs. Wm. Simpson, Chas. W. Gould, J. R. P Ravenel, J. H. Pickard, M. N. McMahon, Mr. and Mrs. Robt. Spencer, Miss Classen, Mrs. Classen, Mr. and Mrs. P. Koch, John Dover, M. Cunningham, W. W. Rogers, Bing White, R. Hartman, A. T. Watkins, Henry Welckie, Miss Mary Gravelle, Mr. and Mrs. H. E. Towle, John Cunningham, E. T. Cunningham, C. S. Marshall, C. A. F. Rondeau, A. W. Payne, J. C. S. Spencer, Samuel Crump, Mr. and Mrs. Edward Weythe, Miss M. F. Spencer, Miss Trobridge, Mr. and Mrs. C. C. Trobridge.

Passengers Arrived.

JULY 27.—*In steam-ship Cuba, from Liverpool.*—Mrs. Yeates and daughter, Miss M. Buchanan, Mr. Hobson, Mr. and Mrs. C. Knapp and servant, Mr. Knapp, Jr., Miss Knapp, Miss Worden, Gen. Bartlett, Charles Patrick, R. C. Turner, Capt. J. Wilson, wife and son, Mr. De Ler and wife, J. Dempster, R. L. Clifford, J. H. Foster, W. H. Wright, Mr. Hayward, Mr. Poppleton, C. Iken, J. E. Smithson, A. Crocker, J. Thompson, Mr. Cox, Mr. and Mrs. A. H. Noble and infant, F. Weber, Dr. E. B. Stone, Miss Bass, J. Maitlell, H. W. Ducker, P. McMevy, R. Lawson, Mr. and Mrs. R. Perks, Mrs. Boyle and son, Col. R. Swan and wife, Mr. McLean, Mr. Buchanan, Mr. and Mrs. Folsom and 2 children, C. Brown, Mr. and Mrs. Steward, child and servant; Mr. Heroy & son, Miss Smith, W. A. Penneman, A. Jeffrey, Mr. and Mrs. John Laing and servant, Mr. Pritchard, Mr. Crabtree, Miss Harcombe, G. Finebla, A. H. Mowbray, L. Mort, Miss Maxwell, John A. Griswold, A. R. Bacon, Mr. and Mrs. C. M. Presby, Miss Watts, Mrs. Marshall, Miss D. Adams, Mr. and Mrs. Sawyer and three sons, Miss Sawyer, Gen. Smalley, Mr. Randall, Rev. H. O'Donnell, Mr. Douglas.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....4:52 | Sun sets.......7:20 | Moon sets...6:05

HIGH WATER—THIS DAY.

Sandy Hook..7:51 | Gov. Island..8:40 | Hell Gate..10:02

MARINE INTELLIGENCE.

NEW-YORK....WEDNESDAY, July 27.

Cleared.

Steam-ships San Francisco, Wilson, Hamilton, Bermuda, W. H. Webb; Ashland, Crowell, Charleston, H. R. Morgan & Co.; Vulcan, Wilcox, Philadelphia, Wm. Kirkpatrick; Scotia, (Br.,) Judkins, Liverpool, Chas. G. Francklyn; Wisconsin, Williams, Liverpool, Williams & Guion; A. C. Stimers, Tenny, Philadelphia, W. P. Clyde & Co.

Ship Marianna V. Feireira, Lisbon, L. E. Amsinck & Co.

Barks Aleppo, Flemming, Bristol, E. E. Morgan; Elgin, Healey, Falmouth for orders, Boyd & Hincken; Jos. E. Eaton, Brown, Galveston, C. W. Adams & Co.

Brigs Victoria Ursula, Lenver, Arichat, George H. Brewer; Julia C. Clark, Moore, Alexandria, Egypt, Thompson & Hunter; Shannon, Sawyer, Elsinore, Simpson & Clapp; Emma Dean, Atkinson, Laguira, Theo. Folke; Jeremiah, Ford, Cardenas, R. P. Buck & Co.; M. A. Benson, (Br.,) Howard, St. Johns, J. F. Whitney & Co.

Schrs. General Putnam, Hougton, St. Andrews, J. Eneas; Arizona, McCarron, St. John, N. B., P. I. Nevius & Son; Maxson Rodgers, Jackson, Norfolk, C. E. Staples.

Arrived.

Steam-ship Cuba, (Br.,) Moodie, Liverpool July and Queenstown 17th, with mdse. and 383 passengers to C. G. Francklyn. July 20, lat. 50 38, lon. 24 28, passed a national steamer bound E.; 26th, lat. 47 17, lon. 65 22, passed ship Auguste, (N. G.,) from Bremen, for Baltimore; 27th, 12:25 A. M., 54 miles E. from Sandy Hook passed yacht Dauntless, from Queenstown, for New-York.

Steam-ship Cimbria, (N. G.,) Hebick, Hamburg July 13, and Havre 16th, with mdse. and 627 passengers to Kunhardt & Co. Has had westerly winds with high sea the entire passage, with much fog the last 4 ds.; July 24, lat. 45 17, lon. 55 46, passed a Guion steamer bound E.

Steam-ship Fanita, Howe, Philadelphia, with mdse. and passengers to J. Lorillard.

Ship I. F. Chapman, Norton, Newport, Eng., 43 ds., with railroad iron to order—vessel to J. Atkins & Co. Has been 18 ds. W. of the Banks, with light westerly winds and fogs; July 7, on the Banks, passed ship Great Western from Liverpool, for New-York; took a pilot from pilot-boat Ezra Nye, No. 2, in lat. 40 20, lon. 69 16.

Ship American Congress, Ghiselin, London June 5, and Isle of Wight 7th, with mdse. and 34 passengers to Grinnell, Minturn & Co. Has been 23 ds. W. of the Banks, with light westerly winds and thick fog. July 20, lat. 41 30, lon. 65, received a pilot from pilot-boat Francis Perkins, No. 13.

Ship Jane J. Southard, (of Richmond, Me.,) Bishop, Cardiff 43 ds., with railroad iron to order—vessel to C. L. Wright & Co. Has had S. W. gales and fogs the entire passage.

Ship Moses Day, (of Richmond, Me.,) Woodworth, Cardiff 32 ds., with railroad iron to C. L. Wright & Co. Has had W. and S. W. winds, and much fog the entire passage.

Bark Everhard Delius, (N. G.,) Herboth, Bremen 32 ds., with mdse. to E. Pavenstedt & Co. Has had continual fine weather the entire passage.

Bark Regina, (of Halifax,) Cumminger, Antwerp 52 ds., with mdse. to order—vessel to H. J. De Wolf & Co. Has had S. W. gales to the Banks, and from thence light W. winds and fogs.

Bark Marco Polo, (N. G.,) Minnsen, Bremen June 4, with mdse. and 233 passengers to Herman, Koop & Co. Has had one death on the passage; had very light winds and dense fogs from the Banks.

Brig Mary Olivia, (of Parrsboro, N. S.,) Gow, Little Glace Bay 19 ds., with 261 tons coal to Geo. H. Brewer—vessel to H. J. De Wolf & Co.

Brig Milwaukee, Brown, Calais 8 ds., with lath to Miller & Houghton.

Yacht Cambria, (Br.,) Tannereck, from Queenstown July 4. Passed Sandy Hook at 3:45 P. M. Came the northern passage, and had strong S. W. gales to the Banks; passed Sable Island July 18, and from thence light westerly winds and fogs; was as far north as lat. 55; passed on the Banks a number of icebergs.

Yacht Dauntless, Samuels, Queenstown, July 4. Passed Sandy Hook at 4:55 P. M. Came the middle passage, and had a continuation of strong S. W. gales to the Banks, and from thence light W. winds and fogs; July 22, off Nantucket Shoals, spoke ship Plymouth Rock, from London for New-York; 20th, off Halifax, passed ship Pacific, from Glasgow for New-York.

Wrecking schr. Meteor, Garrison, Bermuda 9 ds., with wrecking material, &c., to Coast Wrecking Company. Has had light westerly winds the entire passage.

Schr. Harriet Thomas, Van Clief, Georgetown, D. C.

Schr. Dr. Kane, Higgins, Bangor, with lumber to C. J. Peters.

Schr. J. C. Raymond, Anderson, Providence, for Elizabethport.

Schr. Sarah, Cram, Calais, with lumber for Port Monmouth.

Schr. Dresden, (of Machias,) Smith, Shulee, N. S., 10 ds., with spiling to Snow & Richardson.

Schr. Sarah Laverne, Averill, New-London, for Elizabethport.

Schr. Annie L. Wilder, Wilder, Manhattanville, for Wareham.

Schr. Donna Anna, Whaley, Newburg, for Norwich.

Schr. J. Anderson, Doyle, Elizabethport, for Providence.

Schr. H. S. Brooks, Lowe, Elizabethport, for Cambridge.

Schr. E. Pharo, Sherman, Elizabethport, for Providence.

Schr. J. C. Henry, Pitts, Elizabethport, for Fall River.

Schr. Phebe Elizabeth, Hill, Elizabethport, for Fairhaven.

Schr. J. Paine, Stevens, Elizabethport, for Amesbury Point.

Schr. Mary Ellen, Jones, Elizabethport, for Portsmouth.

Schr. B. L. Sherman, Phinney, Elizabethport, for Boston.

Schr. J. L. Davis, Young, Elizabethport, for Black Rock.

Schr. George & Edgar, Smith, Elizabethport, for Stamford.

Schr. Ada Herbert, Gould, Gloucester, with fish to Woodruff & Robinsons.

Schr. Lavinia Jane, Bushnell, Bridgeport, for Rondout.

Schr. Staten Islander, Babcock, New-Haven, for Elizabethport.

Schr. Franklin Pierce, Hodgdon, New-Haven, for Elizabethport.

Schr. J. D. T. Strickland, Clark, Cape Sable, with fish to H. C. Rogers.

Schr. Judge Bunyon, Lewis, New-Haven, for Elizabethport.

Schr. H. A. Deming, Boardman, Hartford, for Elizabethport.

Schr. Clara, Barter, Bangor, with lumber to Snow & Richardson.

Schr. J. B. McFee, Hubbard, Norwalk, for Elizabethport.

Schr. Sarah A. Reed, Arnold, Portland, Conn., for Philadelphia.

Schr. Agenora, Smith, Bangor, with lumber to C. J. Peters.

Schr. Marion Gates, Heathers, Providence, for Philadelphia.

Schr. D. B. Steelman, Scull, Virginia.

Schr. Julia Anna, Phillips, New-London.

Schr. John L. Merrill, Dayton, Fort Jefferson.

Schr. Anna D. Price, Hawkins, Bridgeport.

Sch. James Hoffman, Shropshire, New-Haven.

Schr. Mist, Muncey, Trenton, for Bridgeport.

Schr. Mary Anna, Burns, Newburg, for Norwich.

Schr. A. S. Allen, Bowen, Elizabethport, for Boston.

Schr. Belle, Young, Elizabethport, for Boston.

Schr. July Fourth, Cobb, Elizabethport, for Boston.

Schr. Crinoline, Abrahams, Providence.

Schr. Maria Fleming, Williams, Norwich.

Schr. J. S. Lane, Hatch, Norwalk, for Rondout.

Schr. Philanthropist, Hatch, New-Haven.

Schr. Pioneer, Kelly, Fall River, for Philadelphia.

Schr. B. D. Pitts, Vail, New-Bedford, for Albany.

Schr. Bliss, Hudson, Providence, for Elizabethport.

Schr. Belle, Simpson, Bridgeport.

Schr. Pennsylvania, Butler, Cape Ann.

Schr. Mindora, Higgins, New-Haven.

Schr. Sarah R. Thomas, Arnold, New-Bedford.

Schr. John Hickey, Jones, New-Haven.

Schr. Lamartine, Gurney, Wareham.

Schr. Sarah Elizabeth, Monroe, New-Haven.

Schr. Oscar C. Acken, Hobbie, Stamford.

Schr. R. L. Edwards, Edwards, Hartford.

Schr. Loon, Smith, New-Haven.

Canal-boat Oriental, Swift, Montreal 14 ds., with lumber to D. Rice.

Canal-boat H. Davey, Potter, Montreal 11 ds., with lumber to C. H. Platt.

Canal-boat Gen. McClellan, Billings, Ottawa 14 ds., with lumber to W. H. Valentine.

BELOW.—Ship Palmyra, (of P. E. I.,) Martin, Cardiff June 13, with railroad iron to order; bark Johannes, (N. G.,) Klockgeter, from Liverpool May 28.

SAILED.—Steam-ships Scotia and Wisconsin, for Liverpool; ships Webster and C. H. Southard, for London.

WIND—Sundown, fresh, E., clear.

By Telegraph.

BOSTON, July 27.—Arrived, ship Blandina Dudley, London; barks Anna Torry, Liverpool; Eliza Avelina, Newport, England; brigs E. P. Swett, Remedios; Marion White, Bahamas; Marine, Philadelphia.

July 27. Arr. steamer Neptune, from New-York; barks Heroine, from Jamaica; Nellie May, from Caibarien; brigs Star, from Cienfuegos; Antelope, from Baltimore.

CHARLESTON, July 27—Arr. schrs. J. Messeney, from Philadelphia; H. W. Godfrey, Philadelphia. Sld. steamer Catherine Whiting, for New-York; bark Nozelle, for Great Britain.

HOLMES' HOLE, July 25.—Arr. brig Edwin, Calais, Providence; schrs. Suliote, (of Boston,) Grand Turk 11 ds., for orders; left at Grand Turk brig Manzoni, (of Boston,) from East Harbor, for Boston, condemned. Also, arr. schrs. M. V. Cook, Hallowell, for Philadelphia; James S. Watson, Boston, do.; Sallie B. Dresden, Me., do.; Congress, Portland, New-York; Clara Merrick, Lanesville, do.; Alice T., (Br.,) do.; James McCloskey, do.; Clara, Boston, Georgetown, D. C.; Frank Parker, Boothbay, New-Haven; Mary Farrow, for Bangor.

Sld. all vessels except the above arrivals and schrs. Planter, Albert Field, P. A. Sanders, J. G. Babcock, Wm. B. Darling, Express, Ramon de Ajuria, Ocean Star, L. A. Damenhewer, Oliver Spelman and Mary H. Westcott.

26th—Arr. schrs. Hannie Westbrook, and Forest City, Portland, for New-York; Jefferson Borden, for New-York; Elizabeth, Bangor, for New-York; Seventy-six, Rockport, Me., for New-York; B. F. Reeves, Salem, for Philadelphia; Charles S. Rogers, Rockport, Mass., for Philadelphia; Eliza B. Emery, Boston, for Washington; Whitney Long, Boston, for Alexandria; J. D. Ingraham, Hallowell, for Hartford, Conn.

Sld. schrs. Mary Farrow, Frank Parker and Express, (whaler.)

SAN FRANCISCO, July 26—Sld. ships John Bright, New York; Bristolian, Bristol.

Spoken.

July 5, on the Banks, spoke fishing schrs. Rose Carey, Recourcher and Gertrude, fishing.

July 14, lat. 42 53, lon. 59 20, spoke bark Johannes, (N. G.,) from Liverpool, for New-York.

July 21, lat. 40 44, lon. 67 40, spoke bark Brazil, (Br.,) from Philadelphia, for Antwerp.

July 25, off Fire Island, spoke ship J. J. Southard, from Cardiff, for New-York.

June 15, lat. 47 57, lon. 20 30, exchanged longitudes with whaling bark Osceola, (of New-Bedford,) cruising.

July 27, lat. 49 21, lon. 34 53, passed brig Harrold, (of St. John, N. B.,) bound E.

July 25, lat. 40, lon. 72, passed a British brig for Baltimore with loss of fore and maintop-masts.

EUROPEAN MARINE NEWS.

Arrivals Out.

MOVILLE, July 27.—The steamer India, from New-York, for Glasgow, touched here today.

A. J. BLEECKER, SON & CO., No. 77 Cedar-st.; E. H. LUDLOW & CO., No. 3 Pine-st.;
MULLER, WILKINS & CO., No. 7 Pine-st., Auctioneers.

GRAND PARK.

SALE OF GREAT CENTRAL SUBDIVISION.

THURSDAY, JULY 28, 1870.

One Hundred and Fifty Elegant Villa Plots,

COMPRISING OVER THREE HUNDRED ACRES of the most desirable portion of these SPLENDID ESTATES of GRAND PARK, consisting of TWO THOUSAND ACRES OF FIRST-CLASS LANDS, IN ONE BODY, ON THE BEAUTIFUL HIGHLANDS OF WESTCHESTER COUNTY, NEW-YORK.

ALL TO BE SOLD AT PUBLIC AUCTION, IN SUBDIVISIONS, AS RAPIDLY AS THEY CAN BE DEVELOPED INTO ELEGANT VILLA SITES, DESIRABLE VILLAGE LOTS AND HANDSOMELY IMPROVED PROPERTY.

Two large and successful sales of village property have been held this season.

THE THIRD SALE WILL TAKE PLACE

THURSDAY, JULY 28, 1870, ON THE GROUNDS.

THE GREAT CENTRAL SUBDIVISION

consists of 150 VILLA PLOTS fronting on the GRAND ESPLANADE, which is 105 feet wide, with broad drives on either side surrounding the GRAND PARK UNIVERSITY and the GRAND PARK HOTEL, and in the immediate vicinity and full view of the GENERAL THEOLOGICAL SEMINARY improvements. Every lot is first-class, containing from ONE to FIVE ACRES EACH, and commands a magnificent view of fifty miles of Long Island Sound, a distant view of the Palisades of the Hudson and the intervening landscape, and cannot be surpassed for extent, variety and beauty in the country. The especial attention of all who are seeking escape from the expensive, turbulent, unwholesome City, into

QUIET, ACCESSIBLE, ECONOMICAL, ELEGANT, SUBURBAN HOMES,

is called to this as the finest opportunity ever offered near New-York.

The extensive improvements will all be completed as proposed, and purchasers of lots will not be assessed for the EXTENSIVE ESPLANADES, BROAD BOULEVARDS, HANDSOME AVENUES now in process of construction. All purchasers of $2,000 and upward will receive A COMMUTATION PASS on the railroad for ONE YEAR FREE. Terms of Sale as heretofore; 40 per cent. in thirty days, 50 per cent. on bond and mortgage in three years. As a guarantee for the completion of the improvement, 10 per cent. of the purchase money will not be required until ONE HUNDRED THOUSAND DOLLARS shall have been expended upon the avenues, esplanades, buildings, &c., after the day of sale.

SALE POSITIVE, RAIN OR SHINE.

No free tickets will be issued; but SPECIAL TRAINS will leave the depot of the New-York and New-Haven Railroad, corner 27th-st. and 4th-av., at 8:45 A. M. and 10 A. M. Sale commences at 12 M. All who desire to view the grounds should take the early train. Sale begins after arrival of second train. For descriptive pamphlets, maps, circulars, and further information, apply to

ANDREW WILSON, JR.,
Grand Park Office, No. 317 Broadway.
S. DINGEE & CO., No. 9 Pine-st., and
MALLORY & BLACKWELL, "Evening Post" Building.

INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY
7 PER CENT. GOLD LOAN.

The bonds are secured by a First Mortgage on 205 miles of road from Indianapolis, the largest city and most important railroad center in the State of Indiana, to the City of Pekin, in Illinois.

The only direct line from Cincinnati and Indianapolis to Pekin, Peoria, and Omaha, being SIXTY MILES SHORTER THAN ANY OTHER ROUTE.

Over 180 miles of the line are now in full operation, and earning more than the interest on the whole issue of bonds. The iron and all the materials for the balance are on hand and being rapidly laid, which makes the line VIRTUALLY COMPLETED. There are thirty-six depots on the line, located in cities and towns that contain in the aggregate 190,000 inhabitants, and within 20 miles of the track there is a population of over 600,000. It runs through the best agricultural, manufacturing and coal-mining districts in Indiana and Illinois, and forms part of a grand central trunk line from the Atlantic to the Pacific, HAVING MORE NUMEROUS VALUABLE EAST AND WEST CONNECTIONS THAN ANY ROAD IN THE WEST.

The bonds are convertible into stock at par, which adds greatly to their value.

We have carefully examined the country, its resources, and the whole enterprise all through its course of construction, and BELIEVE THE BONDS TO BE AS SAFE AS GOVERNMENTS. It is with pleasure we recommend them to our customers as a first-class investment. Over four-fifths of the loan has been sold. We offer the balance at 92½ and interest.

All marketable securities received in exchange at market rates. For full particulars apply to

TURNER BROTHERS,
NO. 14 NASSAU-ST., NEW-YORK.

THE MUTUAL GUARANTY LIFE ASSOCIATION,
NO. 98 BROADWAY, N. Y.,

Issues LIFE Insurance Policies under an improved and original system. The payment of TEN DOLLARS will secure a policy for TWO THOUSAND DOLLARS, (larger sums in proportion,) and a small PRO RATA payment is required only when a death occurs in the class and division in which a policy is registered.

In some essential points, such as medical examination, pro rata payments, and absolute policies, this Association does not vary from any of our oldest companies; but in greater simplicity, economy and accommodation of payments, it differs materially.

AUTHORIZED CAPITAL,
$250,000.

For particulars, pamphlets may be had gratuitously at the office of the Association, No. 96 Broadway, New-York, or of its Agents.

Gen. S. P. HEINTZELMAN, U. S. A., President.
ISAAC ROSENFELD, Jr., Vice-President.
L. TIERNAN BRIEN, Secretary.
JAMES A. RICHMOND, General Agent.

WANTED—A SITUATION AS FIRST-CLASS coachman; long experience and unexceptionable references. Call on or address T. W., private stable No. 129 West 28th-st.

THE CONNECTICUT AIR LINE ROAD
IS NOW
COMPLETED BETWEEN
NEW-HAVEN & MIDDLETOWN.

The section between Middletown and Willimantic, 28 miles in length, IS ALL THAT REMAINS UNFINISHED, and of this portion 20 MILES ARE ALREADY GRADED.

The Connecticut River Bridge is in a forward state of completion, and will be, when finished, the finest work of the kind in this country.

THE BONDS OF THE COMPANY are secured by a FIRST MORTGAGE on all the property and franchises of a road, 52 miles in length, running through the center of the State of Connecticut, forming with its connections the shortest and quickest route between Boston and New-York. They present a form of investment of undoubted security and liberal interest.

The State of Connecticut is Trustee for the bondholders.

The Controller of the State countersigns every bond issued.

The bonds are issued only as the work progresses.

The bonds are issued for only one-half of the amount expended.

They are free from Government tax.

They are free from State and local taxes in Connecticut.

They pay SEVEN PER CENT. interest.

They are of the denominations of $500 and $1,000.

They are issued in either registered or coupon bonds.

The price is par and interest.

They can be obtained of any bank or banker, or by sending to

HATCH & FOOTE,
BANKERS AND DEALERS IN GOVERNMENTS,
NO. 12 WALL-ST.

VENEERS.
GEO. W. READ & CO.,
Importers and Manufacturers of
VENEERS AND FANCY WOOD
For the trade and Export.
HUNGARIAN ASH,
FRENCH BLACK-WALNUT,
AMBOINE, TUYA and TULIP-WOOD,
MAHOGANY, ROSE-WOOD, SATIN-WOOD,
BIRDSEYE and CURLED MAPLE,
BLACK-WALNUT, ASH and MAPLE BURLS,
MAHOGANY, WALNUT and ASH CROTCHES,
SPANISH CEDAR in the log and boards for Cigar boxes. Veneers cut to order and size.
All orders promptly executed.
Nos. 170 and 172 CENTRE-ST., New-York.
Factory, No. 291 Monroe-st., No. 398 Madison-st.

GERMAN PATRIOTIC AID SOCIETY.

Contributions to the fund of the German Patriotic Aid Society, for the purpose of furthering the cause of Germany, and more particularly for the purpose of nursing wounded soldiers and assisting in the support of their widows and orphans, will be received by the Treasurer, Mr. PHILIP BISSINGER, No. 13 John-st., and by such authorized agents only as have subscription books for that purpose signed by the Treasurer.

A HOUSEHOLD WORD!

Buy your China, glass, plated ware, cutlery, refrigerators, cooking utensils, and all other house-furnishing goods at the cheap first-class establishment of
EDWARD D. BASSFORD,
Cooper Institute, corner of Astor-place.
Prices marked in plain figures.

ROYAL HAVANA LOTTERY OF CUBA.—Prizes paid in gold, information furnished, highest rates paid for doubloons, and all kinds of gold and silver. TAYLOR & CO., bankers, No. 16 Wall-st., New-York.